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AGENDA/MIN

OPERATION & WORKS COMMITTEE MG.0

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CITY OF MISSISSAUGA
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-V01319-

APRIL 29, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, APRIL 29, 1987, 9:00 A.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor S. Mahoney
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: April 23, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 29, 1987

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2.	L.08.04.02	Emile Chiti - Taxicab Priority List
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4.	L.08.04.02	Muhammed Malawi - Taxicab Priority List
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Operations/Works

April 29, 1987

- 19. A.00.02.06 Waiving of Central Air Conditioning Requirements - New
Residential Development
- 20. A.03.04.01 Public Vehicle Authority Report 3-87 - April 14, 1987

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 29, 1987

DEPUTATIONS - 9:00 A.M.

- A. Representatives of Ontario Hydro.
 F.04.05.01
 SEE ITEM 1

- B. Mr. Emile Chiti, Taxicab Priority List
 L.08.04.02
 SEE ITEM 2

- C. Mr. Frank Hubbs, Taxicab Priority List
 L.08.04.02
 SEE ITEM 3

- D. Mr. Muhammed Malawi, Taxicab Priority List
 L.08.04.02
 SEE ITEM 4

PRESENTATION:

- E. Square One Bus Terminal Improvements
 J.05.86100
 SEE ITEM 5

April 29, 1987

MATTERS FOR CONSIDERATION:

1. Letter dated April 8, 1987, from Sheelagh Lawrance of Ontario Hydro advising that Hydro wish to make a presentation to the Committee regarding Hydro's study on flue-gas desulphurization (scrubbing) equipment at Lakeview Generating Station.

F.04.05.01

2. Public Vehicle Authority recommendation of April 14, 1987, as follows:

'That the decision of staff that January 6, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Emile Chiti, be upheld.'

Attached is the report dated March 30, 1987, from the Commissioner of Engineering and Works detailing the history of this matter.

Mr. Emile Chiti will appear before the Committee regarding this recommendation.

L.08.04.02

3. Public Vehicle Authority recommendation of April 15, 1987, as follows:

'That the decision of staff that February 26, 1987, is the correct qualifying date on the Taxicab Priority List for applicant Frank Hubbs, be upheld.'

Attached is the report dated March 30, 1987, from the Commissioner of Engineering and Works detailing the history of this matter.

Attached is the report dated from

Mr. Frank Hubbs will appear before the Committee regarding this recommendation.

L.08.04.02

4. Public Vehicle Authority recommendation of April 15, 1987, as follows:

'That the decision of staff that April 1, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Muhammed Malawi, be upheld.'

Attached is the report dated from

Mr. Muhammed Malawi will appear before the Committee regarding this recommendation.

L.08.04.02

April 29, 1987

5. Report dated April 29, 1987, from the Transit General Manager regarding improvements to the Square One Bus Terminal. The plans involve the construction of additional bus bays, reconstruction of the roadway, the installation of new and larger bus shelters, provision of an inspectors' booth and ticket sales outlet, a staff washroom, landscaping, improved all-night lights and improved passenger information displays.

RECOMMENDATION:

- (a) That \$140,000.00 be approved as the City's portion of the total cost of improvements to the Square One Bus Terminal and that these funds be allocated from the Capital Contingency Account.
- (b) That the Ministry of Transportation and Communications be requested for funding in the amount of \$181,000.00.
- (c) That the City Solicitor prepare an agreement between the City and Hammerson/Mascan Corporation regarding the Square One Bus Terminal.

Transit Staff will make a presentation on the project.

J.05.86100

RECOMMEND ADOPTION

6. Report dated April 22, 1987, from the Transit General Manager regarding the establishment of a City operated Repair Shop. As part of the ongoing review of procedures, it has been concluded that maintenance costs could be reduced if Transit established its own repair shop. The proposal has been carefully reviewed, studied and costed to ensure that substantial financial benefits will accrue.

RECOMMENDATION:

That a service body and repair shop be established at Mississauga Transit and that \$167,000.00 be transferred to the appropriate account and that the following additional staff be hired to facilitate the establishment of such a shop:

- (i) One Supervisor
- (ii) Three Bodymen
- (iii) Four Helpers or Apprentices

D.05.01

RECOMMEND ADOPTION

7. Report dated April 6, 1987, from the Commissioner of Engineering and Works with respect to possible changes to the Planning Act 1983 allowing municipalities to pass Property Standards By-laws by limiting the scope of such by-laws. The Province apparently is considering to limit such By-laws to matters pertaining only to the Maintenance of the outside of buildings and property with respect to appearance, housekeeping of grounds and items of a nuisance nature. This would limit the action of the Property Standards Officers and would not allow internal conditions to be addressed. The Property Standards have been beneficial in the past to preserve housing stock and maintain proper living conditions for the residents of Mississauga.

RECOMMENDATION:

That the following resolution be passed:

WHEREAS the Planning Act, 1983, allows Municipalities to enact Property Standard By-laws and doing so, gives them the authority to set their own standards of maintenance according to their community's standards.

WHEREAS the interest of property owners, tenants and neighbourhoods are best served by effective by-laws that can be quickly utilized to protect all citizens.

WHEREAS the Ontario Association of Property Standard Officers has advised the City of Mississauga that, the Ontario Government is planning to limit the scope of Property Standard By-laws to the maintenance of lands and the outside of buildings.

WHEREAS this change would severely limit the City of Mississauga's Property Standard Officers the ability to protect property owners and tenants.

THEREFORE, BE IT RESOLVED, that the Council of the City of Mississauga recommends that the Planning Act 1983 not be amended to limit the scope of Property Standard By-laws in the Province of Ontario.

L.07.05.01

RECOMMEND ADOPTION

8. Report dated April 21, 1987, from the Commissioner of Engineering and Works advising that the Province is extending the mandate of the Credit Valley Conservation Authority to include shoreline hazard areas and as a result the C.V.C.A. plans to undertake a Shoreline Management Plan. The estimated cost of the plan is \$13,000.00 with the City's 45% share being \$5,805.00 in 1987 AS this project was not listed in the approved 1987 C.V.C.A. budget, it is necessary that the City agree to be designated benefitting municipality and cost sharing area.

RECOMMENDATION:

That the Credit Valley Conservation Authority and the Region of Peel be advised that the City of Mississauga agrees to be designated the benefitting municipality and cost sharing area for the preparation of a shoreline management at an estimated cost of \$13,000.00 in 1987, and that the City's 45% (\$5,850.00) be drawn from the Region of Peel's Conservation Authority's Special Projects Budget.

A.02.05.03.01

RECOMMEND ADOPTION

9. Report dated April 14, 1987, from the Commissioner of Engineering and Works in response to a staff to coordinate a report with the Credit Valley Conservation Authority on erosion problems on City owned Lakefront properties (i.e. Watersedge Park, Jack Darling Park, etc.).

Recent high water levels in the Great Lakes have generated requests for direct financial assistance from private individuals and public agencies. The Federal Government has indicated that the International Joint Commission (I.J.C.) is studying the problem and in the interim, information is being disseminated to interested parties.

The Minister of Natural Resources set up a Shoreline Management Review Committee in April of 1986 which recommended that the Ministry of Natural Resources take a leadership role for managing the shoreline of the Great Lakes which include preservation, protection and emergency components. The lead agency implementing the programmes is to be the Conservation Authorities.

Funding is to be provided under the Canada-Ontario Flood Damage Agreement. Loans are available at low interest rates for private individuals and free sand bags are available through the Conservation Authorities for shoreline protection purposes.

Staff of the C.V.C.A., Parks & Recreation Department and Engineering & Works Department toured the following parks and reviewed shoreline erosion concerns.

- Cranberry Cove Park
- Ben Machree Park
- Richards Memorial Park
- Watersedge Park
- Lakeside Park

Attached is a C.V.C.A. letter reflecting the concerns noted by staff and addressing improvement and cost requirements.

With regard to the recommended works, it has been agreed that the Engineering & Works Department will undertake storm outfall improvements at the Ben Machree Park at an estimated cost of \$4,000.00 and at the Richards Memorial Park at an estimated cost of \$2,000.00. The easterly headland groin improvements in the Richards Memorial Park at an estimated cost of \$8,000.00 will be undertaken by the Parks Department. Watersedge Park shoreline works is contained in the approved C.V.C.A. 1987 budget.

RECOMMENDATION:

- (a) That the shoreline protection works be undertaken by the Engineering & Works Department at Ben Machree Park in an estimated amount of \$4,000.00 under the Storm Sewer Account No. 08224-4597.
- (b) That shoreline protection works be undertaken by the Engineering and Works Department at Richard's Memorial Park at an estimated amount of \$2,000.00 under the Storm Sewer Account No. 08224-4597.
- (c) That easterly headland groin improvements at Richard's Memorial Park at an estimated cost of \$8,000.00 be considered by the Recreation and Parks Department in their 1988 Budget.

L.07.05.01

RECOMMEND ADOPTION

10.

Report dated April 9, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Erin Mills Neighbourhood 202-203, T-85039 (lands located between Erin Mills Parkway/Mississauga Road and north of Eglinton Avenue West:

Elm Ridge	Fernwood	Forest Hill
Forest Ridge	Old Park	Roselawn
Parkwood	Silverwood	Advent Court
Chatwick	Austin Hill	Clarendon
Alderman	Comay	Anderleigh
Cornell	Balfour	Cottingham
Banfield	Coulson	Beaton
Curran	Beardmore	Dalebrook
Billett Gate	Dalton	Brandy Lane
Delevan	Burnford	Derrymount
Bycroft	Dryden	Cape Hill
Duncairn	Carstone	Dunvegan
Cartwright	Elderview	Carver
Farwell	Casselman	Ferris Gate
Castone	Fordmill	Chappel Hill
Forsythe	Foxmill	Roslyn
Frybrook	Reddington	Galloway
Reid Mill	Gardenview	Quarterman
Gornley	Rowmanwood	Haddon Hall
Ruperts Gate	Heathdale	Russell Hill

Holbrook	Sheldrake	Imperial
Sladeview	Jelson	Stibbard
Kentview	Strathmore	Kilbarry
Sturnaway	Killarney	Summerhill
Latimer	Target Hill	Mannor Hill
Thurston	Montclair	Vesta
Orange Hill	Warrendale	Parson
Wellesley	Picton	Wells Place
Reservoir	Westhampton	Robinwood
Weybourne	Ronson	Wickham
Rosegate		

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of April 8, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Erin Mills Development T-85039 (Neighbourhoods 203 and 202C located between Erin Mills Park and Mississauga Road north of Eglinton Avenue West):

Elmridge	Forest Hill	Forest Ridge
Silverwood	Advent Court	Haddon Hall
Balfour	Holbrook	Banfield
Latimer	Beardmore	Manor Hill
Brandy Lane	Montclair	Burnford
Picton	Cape Hill	Robinwood
Cartwright	Rosegate	Cornell
Reddington	Coulson	Quarterman
Dalebrook	Ruperts Gate	Dun Cairn
Sladeview	Elderview	Stibbard
Fordmill	Strathmore	Foxmill
Warrendale	Frybrook	Wellesley
Gardenview	Wells Place	Gormley
Westhampton	Wickham	

T-85039
F.02.07

RECOMMEND ADOPTION

11. Report dated April 9, 1987, from the Commissioner of Engineering and Works advising that the Region of Peel Street Names Committee approved the name "Menkes Drive" for use in Menkes Developments Subdivision T-76022 (located on the south side of Derry Road East/east of Dixie Road).

RECOMMENDATION:

That Menkes Drive be approved as a street name for use in Menkes Developments Subdivision T-76022 (located on the south side of Derry Road East/east of Dixie Road).

T-76022
F.02.07

RECOMMEND ADOPTION

12. Report dated April 9, 1987, from the Commissioner of Engineering and Works advising that the Region of Peel Street Names Committee approved the use of the name "Telford Way" in Tenure Subdivision T-86029 (lands located at the north-east corner of Derry Road East and Dixie Road).

RECOMMENDATION:

That Telford Way be approved for use as a street name in Tenure Subdivision T-86029 (lands located at the north-east corner of Derry Road East and Dixie Road).

T-86029
F.02.07

RECOMMEND ADOPTION

13. Report dated April 8, 1987, from the Commissioner of Engineering and Works with respect to a reduction in the speed limit required on Paisley Boulevard/west of Huron Park Place adjacent to St. Jerome Separate School recommended by the Traffic Safety Council Site Inspection Subcommittee. Engineering Staff have reviewed the area and concur with the reduced speed in accordance with policy. Also noted was a lack of school area signing which will be installed immediately.

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a 40 km/h speed limit on Paisley Boulevard between Huron Park Place and the west limit of Paisley Boulevard.

F.04.06.10

RECOMMEND ADOPTION

14. Report dated April 8, 1987, from the Commissioner of Engineering and Works regarding a reduced speed school zone on Willowbank Trail, north of Rathburn Road fronting St. Vincent De Paul Separate School. Mr. Stehi of Willowbank Trail advised of a possible discrepancy in the speed limit signing in this area. Engineering personnel have reviewed the signing and determined that it strictly conforms to the Traffic By-law and covers only the direct frontage of the junior school property. This leaves a small section of about 30 metres (100 ft.) between the reduced speed 40 km/h school zone and Rathburn Road, the south limit. The limits could be extended to run between Rathburn Road and Forest Fire Lane. This will allow for a longer transition zone from 50 km/h to 40 km/h before actually reaching the school frontage.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize an extension of the existing reduced speed school zone on Willowbank Trail to run from Rathburn Road to Forest Fire Lane.

F.06.04.10

RECOMMEND ADOPTION

15. Report dated April 1, 1987, from the Commissioner of Engineering and Works regarding an Amendment to the Contract with the Department of Transport for the provision of additional By-law Enforcement services at Pearson International Airport to assist with their Ground Transportation Services between May 5, 1986 and May 30, 1986 inclusive.

RECOMMENDATION:

That a by-law be enacted to authorize execution of Amendment No. 1 dated March 1, 1986, to Contract No. M-502223-YZ between the Department of Transport and the City of Mississauga for the provision of one additional By-law Enforcement Officer from May 5, 1986, to May 30, 1986, inclusive at the Lester B. Pearson International Airport.

L.07.02.02

RECOMMEND ADOPTION

16. Report dated April 23, 1987, from the Commissioner of Engineering and Works with respect to the jurisdictional control of Renforth Drive between Eglinton Avenue West and Carlingview Drive.

In October 1986 a meeting was convened by the City of Etobicoke to discuss the jurisdiction of the section of Renforth Drive between Eglinton Avenue West and Carlingview Drive. The meeting was attended by staff from the Engineering and Works Department and the Ministry of Transportation and Communications. The Ministry indicated at that time that there is a problem with respect to jurisdiction or status of the roadway and that the situation was further complicated by the fact that the Federal Government owned a portion of the right of way. The Ministry indicated that they were proceeding with the designation of the roadway as a King's Highway to clear up the status of the roadway. Also, negotiations were to continue with the Federal Government for acquisition of portions of the right-of-way in their ownership.

Following the resolution of the land ownership issue, it is proposed that the portion of the roadway forming a boundary between the Cities be reverted to the Cities of Mississauga and Etobicoke. This will require the drafting of a satisfactory maintenance agreement acceptable to both municipalities.

RECOMMENDATION:

That the City of Mississauga agree to accept the section of Renforth Drive which form the boundary road between the Cities of Mississauga and Etobicoke subject to a satisfactory maintenance agreement between the Cities.

A.02.03.02.01
A.02.06.03.01

RECOMMEND ADOPTION

April 29, 1987

17.

Report dated April 22, 1987, from the Commissioner of Engineering and Works in response to a request to operate helicopters from the Gateway Processing Plant at Dixie Road and Eglinton and the adjacent Priority Post facility on Fieldgate Drive.

Enclosed is a letter dated April 8, 1987, outlining the information received from Canada Post. The Ranger Helicopters letter is requesting approval from now until March of 1988. Canada Post indicated verbally that the proposed heliports at these locations will be used for occasional use only but could occur at any time of the day or night. The flights would be used for occasional emergency purposes only to transport senior executives coming from Ottawa to the Gateway Postal facility. The personnel would board the helicopter at Pearson International Airport or from downtown Toronto. The route from Pearson International would be Highway 427 and Eglinton Avenue while the route from downtown Toronto would be Lakeshore Road, Dixie and Eglinton. This proposal is only for the transportation of personnel and the impact of this service on the adjacent community cannot be determined with any degree of accuracy as it depends upon the time and frequency of the flights.

The necessity to have this service has not been established by Canada Post especially having regard to the proximity of the airports to Canada Post and the fact that excellent transportation facilities are available from each location by road. It should also be pointed out that if Canada Post wanted to provide this service, (on the assumption that they receive Transport Canada approval,) City Council approval would not be required.

RECOMMENDATION:

That Ranger Helicopters, Canada be advised that the City of Mississauga does not support its request to operate helicopters from the Canada Post Gateway Processing Plant on Dixie Road and the Priority Post facility on Fieldgate Drive as outlined in their letter of March 13, 1987, and that Transport Canada and Canada Post be advised.

D.01.01

RECOMMEND ADOPTION

18. Report dated April 13, 1987, from the Commissioner of Engineering and Works regarding the Regional Of Peel Mavis Road Functional Study.

McCormick Rankin were retained by the Region to carry out a functional study of the future alignment of Mavis Road between the north City limited and the CPR railway line in Brampton. Initially four alignments were developed. Alignment 'A' was directly along the mid-lot line with alignment 'D-2' being the most westerly alignment within Brampton. Each of the alignments within the City of Mississauga have been reviewed from a geometric, environmental and economic standpoint and the most desired alignment is centre on the mid-lot line.

RECOMMENDATION:

That the Region of Peel be advised that the alignment of Mavis Road from the north City limits southerly to Derry Road be the mid lot line as shown on the sketch attached to the report dated April 13, 1987, from the Commissioner of Engineering and Works.

A.02.04.05.01

RECOMMEND ADOPTION

19. Policy regarding the waiving of Central Air Conditioning in new residential developments as adopted by Council on October 14, 1986:

'That the following policy on airconditioning installations in new residential developments be adopted:

- (a) That future acoustical reports examine the predicted traffic noise for both the immediate and the projected five year traffic volumes as well as the ultimate traffic volumes when determining the requirements for air conditioning;
- (b) That air conditioning be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;
- (c) That where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.'

Attached is a copy of the report dated September 17, 1986, from the Commissioner of Engineering and Works in this regard.

Councillor Taylor requested that the matter be placed on the agenda for discussion.

A.00.02.06

DIRECTION REQUIRED

20. Report 3-86 of the Public Vehicle Authority meeting held on April 15, 1987.

A.03.04.01

RECOMMEND ADOPTION

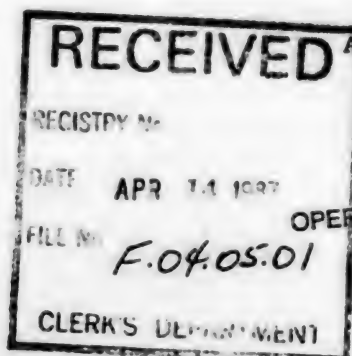
(with the exception of PVA-18/19/20/87)

ontario hydro



700 University Avenue, Toronto, Ontario M5G 1X6

Mr. T.L. Julian
Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2



April 8, 1987

APR 29 1987

OPERATIONS/WORKS

Dear Mr. Julian:

As we recently discussed, Ontario Hydro wishes to make a brief presentation to the Operations and Works Committee on April 22, 1987 regarding Hydro's study on flue-gas desulphurization (scrubbing) equipment at Lakeview G.S.

We would require approximately fifteen minutes for the actual presentation, with some time allotted for questions.

I will be in contact with Mrs. L. Mailer in the near future to confirm the arrangements.

Yours truly,

S. M. Lawrance

S.M. Lawrance
Senior Community Relations Officer
Design Development Division - Transmission

SML:kk



City of Mississauga

MEMORANDUM

P.V.A. DATE April 14/87

To: Chairman and Members of the
Mississauga Public Vehicle Authority

From: William P. Taylor, P. Eng.
Commissioner of
Dept: Engineering & Works Dept.



OPERATIONS/WORKS APR 29 1987

March 30, 1987

REPORT REQUEST #46-87
CLERK'S FILE #L.08.04.02

SUBJECT: Re-entry of Emile Chiti's name on Taxicab Priority List.

ORIGIN: Public Vehicle Authority - February 10, 1987.

COMMENTS: Emile Chiti is appealing the position of re-entry on Taxicab Priority List after his removal on October 18, 1985.

Mr. Chiti, upon applying to have his name re-entered on the list, felt that some consideration should be given to his past involvement in the taxicab industry which he felt should entitle him to a more desirable position on the list than being placed on the bottom of the list as indicated to him by staff on January 6, 1986.

The following are the details concerning Mr. Chiti's Priority List record as shown in the Public Vehicle Licensing Sections records:

EMILE CHITI - PRIORITY LIST RECORD:

1. Emile Chiti entered his name on Priority List August 16, 1979 being entered as #317 on revised list - in Spring 1979 (Attachment #1).
2. After review of list in Fall 1980, Mr. Chiti was sent a letter dated November 5, 1980 (see attachment #2) indicating that his name was being removed because he was not "FULL TIME" in the industry as indicated in his 1979 Declaration (see attachment #3).
3. Mr. Chiti replied to this notice by requesting an appeal hearing as set out in his letter dated December 1, 1980 (attachment #4).

0087U/18U/p37

.../2

2(a)

4. During this period late in 1980 and early 1981, Council had been dealing with a number of "APPEALS" relating to plate issues and Priority List. Council requested staff to draft an amending by-law, with the assistance of industry representatives, setting out more precise qualification criteria than the term being used - "FULL TIME IN THE TAXICAB INDUSTRY."

This effectively "FROZE" the Priority List as it then stood including those applicants who had been issued letters of deletion from the list but who had appealed this decision in person or writing. The list was to be reviewed after the amendments were adopted to the Priority List rules.

5. Therefore, Mr. Chiti's name remained on the list in it's former position along with others who had made written appeal to staff.
6. The 1980 Priority List Declaration for 1980 (attachment #5) indicates - NOT DRIVING CAB, renting or leasing five taxicab plates.
7. 1981 Declaration (Attachment #6) indicates 50% of income comes from taxicab business. Also owns and operates Holiday Auto Centre.
8. 1982 Declaration (Attachment #7) similar to 1981 Declaration, also see (Attachment #8) showing transfer of Plates #135 & #170 from Mt. Carmel Taxi Ltd." (owned by Emile Chiti) to Sheety Trading and Transportation Limited (owned by Mr. Chiti's cousin Raymond Sheety).
9. 1983 Declaration (attachment #9) similar to #6 & #7.
10. 1984 Declaration (attachment #10) similar to #'s 6,7 & 9.
11. On October 15, 1984, the amending by-law reflecting the changes requested by Council and drafted by a by-law sub-committee of the Public Vehicle Authority, was enacted and passed by Council.

Staff then began the enormous task of reviewing all the applicants on the Priority List.

12. October 16, 1985, Mr. Chiti came in for an interview with staff relating to his not qualifying due to operating a public Garage and not working 35 hours a week as a driver in the taxicab industry as set out in New Schedule 5 of By-Law 697-84, as amended - (attachment #11). Mr. Chiti submitted a letter dated October 16, 1985 setting out his PLANS to drive in the near future (attachment #12).

2(h)

13. October 18, 1985, after considering facts of Mr. Chiti's case, staff sent out a letter indicating his name was being removed from Priority List as he was not driving 35 hours a week or did he qualify under other categories of employment within the industry (Attachment #13).
14. Later in October 1985, Mr. Chiti approached staff about where will he stand on the list when he begins to drive or can he appeal. He was informed he has no appeal because he was not working in the industry and staff directed him to come in and re-apply after he sells his garage and begins to drive a taxicab.
15. By January 6, 1986, Mr. Chiti had sold his garage and began to drive taxicab 35 hours a week. He came to staff to apply to re-enter his name on the Priority List. Staff informed Mr. Chiti that the best they could do for him was waive the one year "driving taxicab" waiting period (Due to his previous involvement in the taxicab industry) thus entering his name at the bottom of the list or in other words the January 6, 1986 position. Mr. Chiti stated he could not agree to this decision for the placement of his name on the list. Mr. Chiti did not fill out a form at this time to re-enter his name on the list.
16. Mr. Chiti was informed that more revisions on the rules of the Priority list were coming forward from industry representatives on the Public Vehicle Authority and that he should speak to his representative.
17. February 10, 1987, new rules to the Priority List were recommended to Council by the Public Vehicle Authority (Attachment #14) but none covered the consideration Mr. Chiti was seeking. Mr. Chiti then stepped forward and asked for his case to be reviewed by the Authority Committee Members.

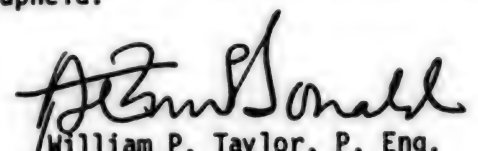
CONCLUSION:

It is the opinion of staff that Mr. Chiti has been dealt fairly as far as applying the rules as set out governing the Priority List. Staff has consulted with the Legal Department as to his request for appeal to Licence Appeal but he was not driving at that time and did not qualify to appeal. Staff still consider the date of January 6, 1986 as the earliest position Mr. Chiti could hope to obtain on the list.

RECOMMENDATION:

That the decision of staff as to the date of January 6, 1986 being the correct qualifying date on the Taxicab Priority List for applicant Emile Chiti, be upheld.

RN:1k
0087U/18U/p39


William P. Taylor, P. Eng.
Commissioner of
Engineering & Works Dept.



City of Mississauga

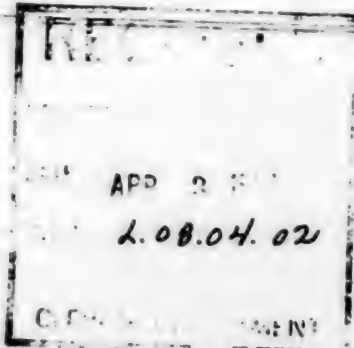
MEMORANDUM

P.V.A. DATE April 14/87

3

Chairman and Members of the
Mississauga Public Vehicle Authority

From: William P. Taylor, P. Eng.
Commissioner of
Engineering & Works Dept.



OPERATIONS/WORKS APR 29 1987

March 30, 1987

REPORT REQUEST #47-87
CLERK'S FILE #L.08.04.02

SUBJECT: Re-entry of Frank Hubbs' name on Taxicab Priority List.

ORIGIN: Public Vehicle Authority - February 10, 1987.

COMMENTS: Taxicab driver, Frank Hubbs, is appealing the position of re-entry on Taxicab Priority List after his removal from list on January 31, 1985.

Mr. Hubbs, upon applying to have his name re-entered on the list, felt some consideration should be given to his past involvement in the taxicab industry which he felt should entitle him to a more desirable position on the list than being placed on the bottom of the list at time of application April 2, 1986.

The following are the details concerning Mr. Hubbs' Priority List Record.

FRANK HUBBS - PRIORITY LIST RECORD:

1. Frank Hubbs licensed as a taxicab driver on October 21, 1968.
2. Mr. Hubbs issued owner's licence #70 November 20, 1968.
3. Mr. Hubbs originally applied to have his name on Priority List March 14, 1979 being entered as #317 at that time (Attachment #1).

0087U/18U/p42

.../2

3(a)

-2-

4. Qualified and remained on the list working his way up to #120 on 1984 Revised list.
5. Mr. Hubbs sold Taxicab Plate #70 on March 9, 1984 (Attachment #2 - Note A). Mr. Hubbs assured staff at that time that he was aware that by selling Plate #70 would result in his name being deleted from the Priority List (Rule 5, Schedule 1, By-Law 677-79, as amended) (Attachment #3).
6. Mr. Hubbs came back into the taxicab industry in Fall of 1984 and purchased taxicab plate #311 (see attachment #2 - Note B).
7. Mr. Hubbs was sent a letter notifying him of his removal from the Priority List on January 31, 1985 (Attachment #4).
8. Mr. Hubbs had several meetings with staff requesting to be put back on Priority List at his former position. Staff maintained the rules did not permit this.
9. Mr. Hubbs made written appeal (Attachment #5) to Ron Nisbet, Manager of Vehicle Licensing, requesting an appeal to be placed #67 on Revised Priority List. (This would have been the revised position number of Mr. Hubbs if he had remained on list).
10. Mr. Nisbet consulted with the Legal Department and it was re-confirmed that Mr. Hubbs had "No right of Appeal" because as the rules state - sell your plate - name off list. Furthermore, Mr. Hubbs was not on the list and no issue of a plate to Mr. Hubbs' was at stake.
11. Mr. Nisbet personally met with Mr. Hubbs and verbally informed him of staff's decision to his request and then Mr. Nisbet advised Mr. Hubbs that revisions of the rules of the Priority List were coming before the Public Vehicle Authority and that he should see his industry representative.
12. February 10, 1987, new rules to the Priority List were recommended to Council by the Public Vehicle Authority (Attachment #6) but none covered the consideration Mr. Hubbs was seeking. Mr. Hubbs stepped forward and asked for his case to be reviewed by the Authority Committee Members.
13. February 26, 1987, Mr. Frank Hubbs applied at City Hall to have his name placed on the bottom of the Priority List. His name was entered as #354 on the revised list (Attachment #7).
14. It should be noted that it has come to the attention of staff that Mr. Hubbs has been performing several different jobs recently and it is not certain if he still qualifies to remain on the list even at his new position #354.

3 (b)

CONCLUSION:

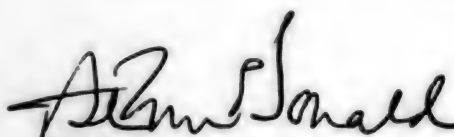
It is the opinion of staff that Mr. Hubbs has been dealt with fairly and have spent a great deal of time discussing this with him personally. He knew the rules and the results when he sold his plate #70.

RECOMMENDATION:

That the decision of staff as to the date of February 26, 1987 being the correct qualifying date on the Priority List for the applicant Frank Hubbs, be upheld.

RP

RN:1k
0087U/18U/p44


William P. Taylor, P. Eng.
Commissioner of
Engineering & Works Dept.



4

City of Mississauga

MEMORANDUM

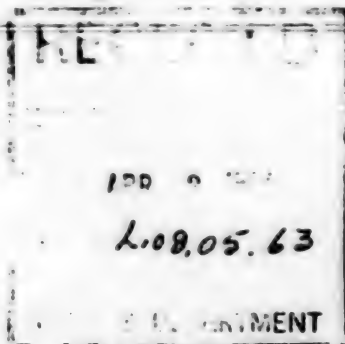
P.V.A. DATE April 14/87

Chairman and Members of the
Mississauga Public Vehicle Authority

From: William P. Taylor, P. Eng.
Commissioner of
Engineering & Works Dept.

Dept

Dept



OPERATIONS/WORKS APR 29 1987

March 30, 1987

REPORT REQUEST #66-87
CLERK'S FILE #L.08.05.63

SUBJECT: Re-entry of Muhammed Malawi's name on Taxicab Priority List.

ORIGIN: Public Vehicle Authority - February 10, 1987.

COMMENTS: Taxicab driver, Muhammed Malawi, is appealing the position of re-entry on Taxicab Priority List after his removal from list on October 16, 1985.

Mr. Malawi, upon applying to have his name re-entered on the list, felt some consideration should be given to his past involvement in the taxicab industry which he felt should entitle him to a more desirable position on the list than being placed on the bottom of the list at time of application April 1, 1986.

The following are the details concerning Mr. Malawi's Priority List Record.

MUHAMMED MALAWI - PRIORITY LIST RECORD:

1. Muhammed Malawi was first licensed as a taxicab driver October 16, 1976.
2. Mr. Malawi originally applied to have his name entered on the Priority List February 10, 1978 and was entered as #291. (Attachment #1).
3. Qualified and remained on the list working his way up to #92 on 1984 Revised list.

0087U/18U/p45

.../2

H(a)

4. Information received from two owners who Mr. Malawi claimed he drove taxi for, was that Mr. Malawi was only driving cab "occasionally" and had a full time job at St. Lawrence Starch Co. Ltd.

Ron Nisbet, Manager of Vehicle Licensing, obtained a letter from St. Lawrence Starch Co. Ltd., confirming Mr. Malawi's employment (Attachment #2).

5. Mr. Malawi was brought in for an interview by Mr. Nisbet in mid October 1985 and revealed the facts to Mr. Malawi as set out in item #4 above.
6. Mr. Malawi admitted the facts of employment shown to him by Mr. Nisbet, admitting he was not driving the prescribed number of hours to qualify but told Mr. Nisbet he planned to soon quit his job at St. Lawrence Starch and get back into cab industry.

Mr. Malawi was told by Mr. Nisbet to come back and see him when that occurred.

7. Mr. Malawi was sent a letter informing him that his name was being deleted from the list as of October 16, 1985 (Attachment #3).

8. Mr. Malawi came to see Mr. Nisbet on April 1, 1986, stating he had quit his job at St. Lawrence Starch and was now back as a full time driver in taxicab industry.

He then asked Mr. Nisbet if he applied now could his name be placed back in it's former position #92 on Priority List.

Mr. Nisbet informed him that he could only put him at the bottom of the list as of that date - April 1, 1986, Mr. Malawi would not accept that even after Mr. Nisbet confirmed his decision with the Legal Department.

Mr. Malawi did not fill out a re-entry application at that time.

9. Nothing more was heard officially from Mr. Malawi until he stepped forward after the new rules were adopted at the February 10, 1987 Public Vehicle Authority Meeting and asked the Committee Members to review his case.

H (b)

-3-

CONCLUSION:

It is the opinion of staff that Mr. Malawi has been dealt with fairly and have explained the rules to him on several occasions. The date of April 1, 1986 is still open to him if he wishes to apply and still qualifies.

RECOMMENDATION:

That the decision of staff as to the date of April 1, 1986 being the correct qualifying date on the Priority List for applicant Muhammed Malawi, be upheld.

RP

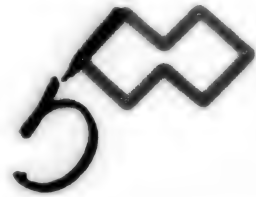
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0087U/18U/p47

William P. Taylor

William P. Taylor, P. Eng.
Commissioner of
Engineering & Works Dept.



Mississauga Transit
MEMORANDUM



To Members of Council

RECEIVED

E.J. Dowling

General Manager

APR 23 1987

J.05.86100

April 29th, 1987

APR 29 1987

CLEMM'S DEPARTMENT

OPERATIONS/WORKS

SUBJECT: Square One Bus Terminal Improvements

ORIGIN: Mississauga Transit

INTRODUCTION: The June 1985 report to City Council referred to proposals to improve bus terminals. In 1986 improvements were completed at the Renforth/Eglinton loop (owned by the City of Etobicoke) at Dixie Mall and, at South Common. Expansion plans were completed for Meadowvale Town Centre and Square One but, because it was late in the year, work was deferred to 1987. This delay has permitted the planning of additional improvements required at Square One to upgrade its visual 'image', and provide needed support facilities.

PROPOSAL: The Square One terminal plan involves the construction of additional bus bays, reconstruction of the roadway, the installation of new and larger bus shelters, provision of an inspectors booth, a staff washroom, landscaping, improved all-night lighting, and, improved passenger information displays.

Hammerson/Mascan Corporation provided engineering and architectural consultant assistance to develop the final plan and some of the cost estimates described below. Shelter and booth designs, cost estimates and a photo-slide presentation, were developed by the Mississauga office of Daytech Manufacturing Inc. Discussions have also been held with staff of the Ministry of Transportation and Communications concerning financial assistance to expand this essential bus terminal.

5(a)

- 2 -

Twelve bus lines now use the terminal with 50 buses arriving and departing in the morning and afternoon peak hours. It is evident that continuation of the present rate of City development will require the introduction of additional bus lines and increases in the number of buses required, many of which will pass through the Square One terminal.

It is forecast that within the next five years the number of bus lines to the City Centre will increase from 12 to 16 and the number of peak hour buses from 50 to almost 100. This increase is based on the expected growth in population, an increasing per capita use of public transit and, slower bus speeds. As more traffic congestion is experienced more buses will be required to maintain the levels of service.

The increase in bus bays at the terminal required to accommodate the anticipated increases in bus movements to 1992 is shown in Plan 1. Five additional bus bays are to be constructed along the south half of the main platform that requires the widening of inbound and outbound roadways.

The enlargement of the transit area has also required the redesign of the vehicle parking areas on each side of the terminal. This has been done without any reduction to the number of parking spaces. The taxi stand and emergency vehicle spaces are also relocated. This change is proposed due to complaints of bus exhaust fumes by taxi drivers using the present taxi stand.

In conjunction with the bus capacity expansion it was decided that the passenger shelters and visual image of the terminal should also be upgraded. It was also proposed that a driver washroom facility and an inspectors booth also be included.

a) Passenger Shelters

There are at present five 4' x 8' shelters on the main platform and one shelter on the small platform. Passenger capacity is about 10 persons each for a total, crowded, capacity of up to 60 passengers.

5(h)

An on/off count of passengers carried out on Tuesday, March 10, 1987 recorded the following:

Buses Pk. Hr.	6:00 to 9:30 AM				3:00 to 6:30 PM			
	Passengers On/Off		Passengers On/Off		Passengers On/Off		Passengers On/Off	
	Period	Peak Hr.	Period	Peak Hr.	Period	Peak Hr.	Period	Peak Hr.
	On	Off	On	Off	On	Off	On	Off
51	1700	2043	600	744	2814	2786	920	789

During the two survey periods the number of waiting passengers ranged from between 60 and 80. In the morning period many of the passengers were observed to be making transit trips through the terminal and not associated with the Square One Shopping Centre that is not open for business before 9:30 a.m. All of the 12 bus routes end and start their routes at the terminal.

During inclement weather many of the waiting passengers stand and clog the main entrance to Square One. This results in some inconvenience to people going in and out of the Mall and friction between waiting passengers and security staff who are directed to control the problem. The installation of larger shelters should help to reduce this problem.

Plan 2 shows the distribution of six shelters on the main platform and one shelter on the small platform. The immediate proposal is to install only five shelters with two others being added on the main platform as required. Each of the 9' x 22' shelters has a comfortable capacity of up to 40 persons (based on 5 sq. ft/person) for a main platform capacity of 160 persons.

b) Inspectors Booth

It is desirable that at least one inspector constantly monitor the peak period operations to avoid bus "bunching", reduce delays in discharging and loading passengers and to redirect buses. A booth located close to City Centre Drive (Plan 2) would permit an inspector to monitor bus arrivals and departures and provide a base for phone and radio contact with central control and drivers.

1 (K)
h

c) Washroom Facilities

Staff are now allowed to use the Burger King Restaurant facilities at Square One. However, as bus services increase this may not remain a desirable situation, also, no facilities are available when the Square One is closed.

Two possibilities have been studied, (1) a washroom provided on the main platform and, (2) a washroom provided in Square One. Because of the high cost and the physical difficulties of extending water and sewer services onto the bus island, Hammerson's propose the installation of a washroom on the ground floor of Square One close to the main Mall entrance. The cost is estimated at \$11,500, it would have security locks and be for the exclusive use of Transit personnel. It is preferred that Transit be responsible for cleaning and maintaining the washroom.

d) Ticket Sales/Information

The original terminal plan proposed that a booth be installed within the terminal area that would provide an outlet for ticket sales and public information. However, after reviewing the costs it was determined that we should not include it at this time but, as an alternative, we will investigate the possibility of utilizing some of the retail space in the new City Hall to accommodate our needs.

e) Agreements

Because public funds are to be spent on private land the Minister of Transportation and Communications requires some form of agreement between the Hammerson/Mascan Corporation and the City. A draft of the agreement has been prepared.

f) Project Costs

The cost estimates and cost allocation prepared by Hammerson/Mascan Corp., Mississauga Transit and MTC staff for the upgrading of the Square One Bus Terminal are as follows: -

- | | |
|---|------------|
| (1) Reconstruction: includes demolition and removals, curb, platform, roadway construction, landscape, electrical work and site work. | \$ 172,800 |
| (2) Taxi Stand Relocation | \$ 52,300 |
| (3) Parking Lot Changes | \$ 94,000 |
| (4) Passenger Shelters: 9' x 22' @ \$22,000 | \$ 110,000 |
| Price includes 11% sales tax, installation, dome roof, light fixtures, seats, trash container, information panel. | |

5(d)

(5) Inspectors Booth - 4' x 6'	\$ 13,000
(6) Three piece washroom in Square One	\$ 11,500
(7) Benches (not in shelters)	\$ 3,000
(8) Consulting Fees for (1), (2) & (3)	\$ 31,930

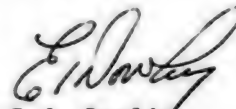
Total - Subject to Cost Sharing \$ 488,530

Cost Sharing Allocation

	<u>Hammerson</u>	<u>City</u>	<u>M.T.C.</u>	<u>Total</u>
(1) Reconstruction	\$ 86,400	\$ 21,600	\$ 64,800	\$172,800
(2) Taxi Stand	26,150	26,150	-	52,300
(3) Parking Changes	47,000	47,000	-	94,000
(4) Shelters	-	27,500	82,500	110,000
(5) Inspectors Booth	-	3,250	9,750	13,000
(6) Washrooms	-	2,875	8,625	11,500
(7) Benches	-	3,000	-	3,000
(8) Consul. Fees (10%)				
Item (1)	8,600	2,200	6,500	17,300
Items (2)&(3)	14,630	-	-	14,630
<u>Totals (1)to(8)</u>	<u>\$182,780</u>	<u>\$133,575</u>	<u>\$172,175</u>	<u>\$488,530</u>
(9) 5% Contingency	\$ 9,140	\$ 6,678	\$8,608	\$24,426
<u>Totals (1) to (9)</u>	<u>\$191,920</u>	<u>\$140,253</u>	<u>\$180,783</u>	<u>\$512,956</u>

RECOMMENDATION:

1. That \$140,000 be approved as the City portion of the total cost of improvements to the Square One bus terminal, and these funds be allocated from the capital contingency account.
2. That the staff report and Council resolution be forwarded to the Minister of Transportation and Communication with a request for funding in the amount of \$181,000.
3. That the City Solicitor prepare an agreement between the City and Hammerson/Mascan Corporation for Council approval.
4. That Hammerson/Mascan Corp. be informed of the Council resolution.


E.J. Dowling
General Manager

EJD/ND/dk
1.58(34)



6

Mississauga Transit MEMORANDUM



OPERATIONS & WORKS COMMITTEE

ED DOWLING

GENERAL MANAGER

RECEIVED

APR 29 1987

D.05.01

CLEARING DEPARTMENT

April 22, 1987

OPERATIONS/WORKS

SUBJECT:

ESTABLISHMENT OF CITY-OPERATED REPAIR SHOP

ORIGIN:

MISSISSAUGA TRANSIT

COMMENTS:

From time to time we review our procedures in the Transit Department to ensure that we continue to provide the best available transit system at a reasonable cost to the City of Mississauga.

As part of this review, we examined our maintenance cost over the years and concluded that we could reduce that cost to the City if we established a repair body shop in the Transit Department.

We have therefore undertaken careful review, study, and costing of such a proposition to ensure that substantial financial benefits will accrue to the City.

In 1986, Mississauga Transit spent approximately one million dollars in outside shops, all related to either engine or body repairs. Of this amount, approximately \$600,000 was spent for structural refurbishing.

In 1987 we have budgeted \$570,000 for major structural repairs which also includes accident and minor body repairs.

It is estimated that the establishment of a body and repair facility at Mississauga, for 1987, would amount to \$167,168 with an annualized figure of \$235,752. This is broken down as follows:

<u>EMPLOYEE REQUIREMENTS:</u>	<u>1987 COSTS</u>	<u>ANNUALIZED</u>
1 Supervisor for 8 mths. @ \$25,300	-25,300-	37,950
3 bodymen for 8 mths. @ \$21,160ea.	-63,480-	95,220
4 helpers/apprentices @ \$17,097ea.	-68,388-	102,582
Equipment	10,000	
TOTAL	\$ 167,168	\$ 235,752
	=====	=====

April 22, 1987
Page Two

For major structural repairs, each bus involves 400-600 man hours. The average hourly rate charged in private industry, including shop charges and some profit is approximately \$40 per hour.

6(a)

A major structural repair to a bus, therefore, involving 400-600 man hours is estimated to be from \$16,000 to \$24,000.

When this is contrasted with the cost of operating a City-owned facility, the cost is between \$10,000 to \$15,000 per bus based on a \$25 per hour charge.

The other consideration is the provision of work shop space to undertake such an operation. At present in the garage facilities at Central Parkway, we would be able to accommodate this refurbishing program without any major changes and would, therefore, not involve any significant additional costs to the Department.

The savings which will accrue to the City if it established a body and repair shop is therefore significant and estimated at approximately \$6000 to \$9000 per bus, a savings over a year period of approximately \$150,000.

It is recommended that the costs of \$167,000 for 1987 be transferred from the General Repair Account to the Salary & Wage Account of the Maintenance Division.

CONCLUSION:

We have shown that the provision of a body repair shop at Mississauga Transit can be justified on the basis of the significant cost savings which will accrue to the City. Additionally, the floor space which is required for this undertaking is also currently available.

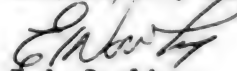
RECOMMENDATION:

That the General Manager of Transit be authorized to establish a service body and repair shop at Mississauga Transit and the \$167,000 cost be transferred to the appropriate account.

Further, that the Transit Department through the Personnel Department be authorized to hire the following additional staff to facilitate the establishment of such a shop:

- a) One Supervisor
- b) Three Bodymen
- c) Four Helpers or Apprentices

Respectfully submitted,


E.J. Dowling
General Manager

ED:AG:kh
1.73(2)



City of Mississauga

MEMORANDUM

Our file : 11 141 00045

RECEIVED

To: Chairman & Member of the
Operations & Works Committee

From: W. P. Taylor, P. Eng.
Engineering & Works Dept.

Dept. _____

APR 8 1987

FILE NO. L-07.05.01

OPERATIONS/WORKS

APR 29 1987

CLERK'S DEPARTMENT

April 6, 1987

SUBJECT: Proposed changes to the Property Standards By-law.

ORIGIN: Letter dated July 1986 from Garth Ede, President of Ontario Association of Property Standards Officers and Request for Report No.224/86.

COMMENTS: The Ontario Association of Property Standards Officers Incorporated, has stated in a letter dated July 1986, that the Ontario Government is proposing to change the enabling legislation (Planning Act 1983) allowing Municipalities to pass Property Standards By-laws by limiting the scope of such by-laws.

Apparently, the Ontario Government is proposing to limit Property Standards By-laws to matters pertaining only to the maintenance of the outside of buildings and property with respect to appearance, housekeeping of grounds and items of a nuisance nature. If this was to be instituted, it would limit the action our Property Standards Officers can take. It would not allow us to deal with internal conditions of properties.

The internal problems encountered by our Property Standards Officers on a regular basis are as follows:

1. Water penetration from outside the unit through exterior walls and from the roof.
2. Excessively worn, broken, warped and loose floor boards.
3. Interior lighting problems and other associated electrical problems.
4. Installation of smoke detectors.
5. Inadequate security systems i.e. locking devices on unit door, safety catches on windows, etc.
6. Lack of screens for doors and windows.
7. Inadequate heating of tenant occupied residential units.

..... continued

Page 2

7(a)

To : Chairman & Members of
Operations & Works Committee

April 6, 1987

- COMMENTS (cont.) 8. Inadequate hot water and pressure or other associated plumbing problems such as circulating pumps and risers.
9. Defective kitchen and bathroom areas, cupboards, appliances, taps, deteriorated countertops and walls, etc.

Our Property Standards By-laws have been beneficial in the past to preserve the City's housing stock and maintain proper living conditions for the residents of Mississauga.

RECOMMENDATION: That the following resolution be passed:

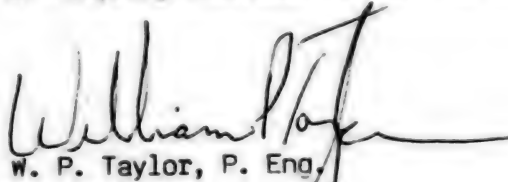
WHEREAS the Planning Act, 1983, allows Municipalities to enact Property Standard By-laws and doing so, gives them the authority to set their own standards of maintenance according to their community's standards.

WHEREAS the interest of property owners, tenants and neighbourhoods are best served by effective by-laws that can be quickly utilized to protect all citizens.

WHEREAS the Ontario Association of Property Standard Officers has advised the City of Mississauga that, the Ontario Government is planning to limit the scope of Property Standard By-laws to the maintenance of lands and the outside of buildings.

WHEREAS this change would severely limit the City of Mississauga's Property Standard Officers the ability to protect property owners and tenants.

THEREFORE, BE IT RESOLVED, that the Council of the City of Mississauga recommends that the Planning Act 1983 not be amended to limit the scope of Property Standard By-laws in the Province of Ontario.


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

GRB:sa
333E:42E
Atch.



ontario association of property standards officers inc.

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Jack Steele
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OPERATIONS/WORKS

APR 29 1987

July 1986.

Mr. T. L. Julian,
Clerk, City of Mississauga

Dear Mr. Julian:

The Ministry of Municipal Affairs has been examining various legislation related to buildings, and has expressed concern about the apparent duplication, overlapping and conflict between the municipal property standards by-laws and the building and fire codes.

The Ministry has recommended to various organizations of municipal inspection personnel, and to representatives of the construction and building management associations that the solution to these perceived problems is to restrict municipal property standards by-laws to the exterior of existing buildings.

The Ontario Association of Property Standards Officers has had numerous discussions with the Ministry on these matters. We have declared our opposition to the recommendation that municipal property standards by-laws should be restricted to the exterior of existing buildings.

The Councils of over 200 municipalities in Ontario have enacted a property standards by-law. Our experience indicates that this voluntary action on the part of these Councils has proven to be beneficial to tenants and those property owners who are concerned about the maintenance of existing buildings in their neighborhoods.

.....2

7(c)

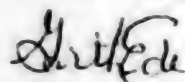
Our Association believes that the above information should be brought to all these municipalities in a way which would provide them with an opportunity to express their concern about this matter. Accordingly, we forward the attached resolution for the consideration of your Council. It would be appreciated if you would bring this matter to their attention, and if they should approve same, please forward to:

The Honourable Bernard Grandmaitre,
Minister of Municipal Affairs,
13th Floor,
777 Bay Street,
Toronto, Ontario.
M5G 2E5

and please send a copy to the undersigned.

I thank you for your consideration of this urgent matter,
I am,

Yours truly,



Garth Ede,
President.

Enc.



City of Mississauga

MEMORANDUM

Our file : 22 131 00003
11 141 00045
22 131 00018

To Chairman & Members of
Operations & Works Committee
Dept. _____

From W. P. Taylor, P. Eng.
Dept. Engineering & Works

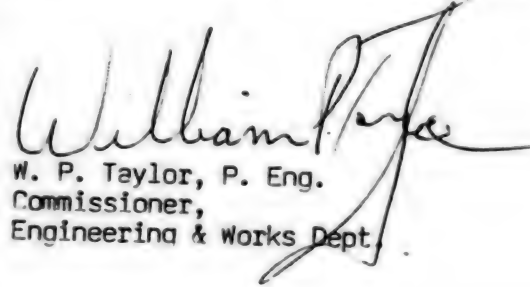
April 21, 1987 **APR 29 1987**

SUBJECT: C.V.C.A. - Lake Ontario OPERATIONS/WORKS
SOURCE: C.V.C.A.
Request for Report No.111-87

COMMENTS: The C.V.C.A. in a letter dated March 31, 1987, have indicated that the Province is extending their mandate to include shoreline hazard areas and as a result, the C.V.C.A. plans to undertake a Shoreline Management Plan. The estimated cost of the plan is \$13,000.00 with the City's 45% share being \$5,850.00 in 1987.

As this project was not listed in the approved 1987 C.V.C.A. budget, it is necessary for the City of Mississauga to agree to be designated the benefitting municipality and cost sharing area.

RECOMMENDATIONS: 1. That the City of Mississauga advise the Credit Valley Conservation Authority and Region of Peel that the City agrees to be designated the benefitting municipality and cost sharing area for the preparation of a shoreline management plan estimated to cost \$13,000.00 in 1987 and that the City's share to be \$5,850.00 be drawn from the Region of Peel's Conservation Authority's Special Projects budget.


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept.

JVF:sa
333E:22E



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

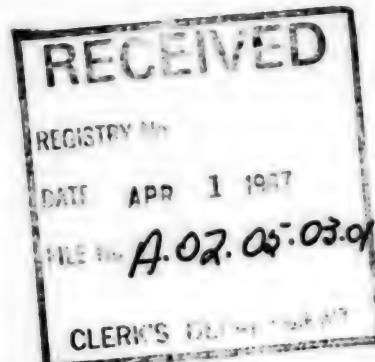
Telephone 451-1615

March 31, 1987

BY COURIER

Mr. T. L. Julian
City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

OPERATIONS/WORKS APR 29 1987



Dear Sir:

Re: Credit Valley Conservation Authority
Lake Ontario Shoreline Management Plan
1987 Funding (Our File No. P.52.0.)

In response to ongoing Great Lakes water level problems, the Province of Ontario has decided that the mandate of Conservation Authorities be extended to include Great Lakes shoreline hazard areas. Our jurisdiction over the Lake Ontario shoreline will be implemented in a similar manner as we presently carry out over our riverine valley systems (watercourses).

Before our Conservation Authority can establish a Lake Ontario shoreline management program, it is necessary to undertake a shoreline management plan. The plan would define the Authority's goals and objectives with respect to shoreline management; further, shoreline problems and resources would be inventoried and management programs defined and presented. Program cost estimates (capital works, additional administrative burdens, etc.) may then be presented for the selected planning horizon. With this information, both the Province and the benefitting municipality may make the necessary decisions with respect to program funding.

The Credit Valley Conservation Authority is willing to proceed immediately with the preparation of a shoreline management plan for that portion of the Lake Ontario shoreline under our area of jurisdiction. This area is entirely within the municipal boundaries of the Regional Municipality of Peel and City of Mississauga.

Our willingness to prepare this plan is subject to receiving from the Province and the benefitting municipality the necessary funding to prepare same. The estimated total cost for the preparation of the shoreline management plan is \$13,000. This includes a \$7,600 allowance

...2

8(b)

- 2 -

March 31, 1987

for one six-month contract position and a \$5,400 allowance for support costs (including disbursements, equipment, report preparation, printing, public meetings, etc.).

Under normal circumstances, the Regional Municipality of Peel would be designated as the benefitting municipality with the City of Mississauga further designated as the cost-sharing area in an amount equal to 45% of the total estimated cost. However, the Ministry of Natural Resources has only just recently authorized provincial funding at a grant rate of 55% for the preparation of Conservation Authority shoreline management plans. There has been no allowance for this item in the Authority's, the Regional Municipality of Peel's, or the City of Mississauga's 1987 budgets.

As such, the benefitting municipality's 45% share must be financed directly by the City of Mississauga subject to the Ministry's approval of their 55% share of the total cost.

We are therefore requesting notice from the City of Mississauga that it will agree to be the benefitting municipality and the designated cost-sharing area, thereby approving funding in the amount of 45% or \$5,850 in 1987 for the preparation of the Lake Ontario shoreline management plan. This will of course be subject to the Province agreeing to fund the remaining 55% or \$7,150.

Any inquiries regarding the above matter should be directed to either myself or Mr. J. Gourley of our office.

Yours very truly,

V. Barron

(Ms.) V. Barron
General Manager

cc: Mr. D. A. Lychak
City Manager
City of Mississauga
(By Courier)

Mr. W. P. Taylor, P. Eng.
Commissioner
Engineering and Works Department
City of Mississauga
(By Courier)

Mr. L. E. Button
Regional Clerk
Regional Municipality of Peel
(By Courier)

Mr. A. S. Holder
Regional Director
Ministry of Natural Resources
Central Region



City of Mississauga

MEMORANDUM

Our file : 11 141 00045

9

To _____ Chairman & Members of
Dept. _____ Operations & Works Committee

From _____ W. P. Taylor
Dept. _____ Engineering & Works Dept.

April 14, 1987

SUBJECT: Erosion - Lakefront Parks OPERATIONS/WORKS APR 29 1987

ORIGIN: Operations & Works Committee
Request for Report No. 360-86

COMMENTS: On November 26, 1986, the Operations & Works Committee passed the following motion:

"That staff be requested to co-ordinate a report with the Credit Valley Conservation Authority on erosion problems on City owned Lakefront properties (i.e. Watersedge Park, Jack Darling Park, etc.)"

Recent high water levels in the Great Lakes have generated requests for direct financial assistance from private individuals and public agencies.

The Federal Government have indicated that the International Joint Commission (I.J.C.) is studying the problem and in the interim, information is being disseminated to interested parties.

The Minister of Natural Resources set up a Shoreline Management Review Committee in April of 1986 which recommended that the Ministry of Natural Resources take a leadership role in managing the shoreline of the Great Lakes which include preservation, protection and emergency components. The lead agency implementing the programmes is to be the Conservation Authorities.

Funding is to be provided under the Canada-Ontario Flood Damage Agreement. Loans are available at low interest rates for private individuals and free sand bags are available through the Conservation Authorities for shoreline protection purposes.

..... continued

9(a)

Page 2.

To : Operations & Works Committee
April 14, 1987

COMMENTS:

Staff of the C.V.C.A., Parks & Recreation Department and Engineering & Works Department toured the following parks and reviewed shoreline erosion concerns.

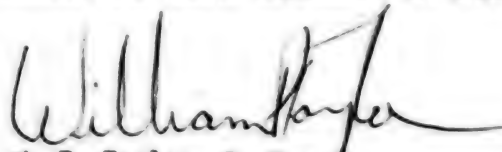
- Cranberry Cove Park
- Ben Machree Park
- Richards Memorial Park
- Watersedge Park
- Lakeside Park

Attached is a C.V.C.A. letter reflecting the concerns noted by staff and addressing improvement and cost requirements.

With regard to the recommended works, it has been agreed that the Engineering & Works Department will undertake storm outfall improvements at the Ben Machree Park at an estimated cost of \$4,000.00 and at the Richards Memorial Park at an estimated cost of \$2,000.00. The easterly headland groin improvements in the Richards Memorial Park at an estimated cost of \$8,000.00 will be considered by the Recreation & Parks Department for inclusion in their 1988 Budget.

Watersedge Park shoreline works is contained in the approved C.V.C.A. 1987 budget.

- RECOMMENDATIONS:
1. That shoreline protection works be undertaken by the Engineering & Works Department at Ben Machree Park in an estimated amount of \$4,000.00 under the Storm Sewer Account No.08224-4597.
 2. That shoreline protection works be undertaken by the Engineering & Works Department at Richard's Memorial Park in an estimated amount of \$2,000.00 under the Storm Sewer Account No.08224-4597.
 3. That easterly headland groin improvements at Richard's Memorial Park at an estimated cost of \$8,000.00 be considered by the Recreation and Parks Department in their 1988 Budget.


W. P. Taylor, P. Eng.
Commissioner
Engineering & Works

JVF:sa
333E/22E

cc : I. Scott
D. Tefft, C.V.C.A



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

March 5, 1987

APR 29 1987

Mr. I. W. Scott
Commissioner of Recreation & Parks
City of Mississauga
2nd Floor
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

OPERATIONS/WORKS

Dear Sir:

Re: Waterfront Erosion at City Parks

On Friday, February 27, the following shorelines were examined by your Mr. Rick Doyle, Mr. Joe Falke of City Engineering; Mr. Don Tefft, Waterfront Manager, Credit Valley Conservation Authority and Mr. Milo Sturm, Consultant with F.J. Reinders and Associates Limited.

- .Cranberry Cove Park
- .Ben Machree Park
- .Richards Memorial Park
- .Watersedge Park
- .Lakeside Park

We did not visit Jack Darling Park as the waterfront erosion has been already well defined in the Master Plan and will be dealt with in Stage 1 of the park redevelopment.

Our findings are summarized as follows:

Cranberry Cove Park

Shoreline erosion is not a problem at present.

ENGINEERING & WORKS DEPARTMENT	
RECEIVED FILE	
MAR - 9 1987	
ROUTED TO	DATE
JWF	3/10/87

gk

Ben Machree Park

Some 9 to 18 inch riprap or sidewalk rubble is required to protect the City's storm outfall. Probably 3 to 4 loads would suffice. This would be done through City Public Works when either the ground is frozen or during the summer when the parkland is dry.

Estimated Cost - \$4000.

Richards Memorial Park

Two loads of 9 to 18 inch riprap need to be selectively placed to prevent further deterioration and to restore the outlet of the Lornewood Creek.

Estimated Cost - \$2000.

The easterly headland groin is eroding from wave action. About 5 to 6 loads of 2 to 4 tonne armour stone should be placed to stabilize the groin and enhance beach accretion on either side of the groin.

Estimated Cost - \$8000.

We suggest that City Public Works repair the Lornewood Creek outlet and City Parks repair the groin as the Credit Valley Conservation Authority funding is unlikely.

Watersedge Park (including the area in front of Meadowwood Park)

The Credit Valley Conservation Authority have included coastal protection works in their 1987 budget. Our budget estimate for this work is \$86,400 of which the City's share is 45% or approximately \$39,000.

We will be preparing terms of reference for engaging a coastal engineer to undertake the design by mid spring. At the present time, we envision the construction of 4 groins. One at each end of the Park and one at each end of the rental house lot. This system will break up waves and encourage beach accretion which is important in a passive waterfront park setting.

Lakeside Park

The ongoing wave erosion has been curtailed by rubble from the nearby National Sewer Pipe plant.

No action is required at this time.

9(d)

It should be kept in mind that this park is the only suitable area left for a marina after development of Lakefront Promenade Park and J.C. Saddington Park. Your future plans for the area should reflect this possibility.

We trust this letter summarizes the coastal erosion problems in City Parks in Ward 2.

Yours very truly,



D.J.S. Tefft, P.Eng., C.P.E.S.C.
Manager, Waterfront

DJST/pm

cc: R. Doyle
City of Mississauga

J. Falke
City of Mississauga

M. Sturm
F.J. Reinders & Associates Ltd.



10

City of Mississauga

MEMORANDUM

File: 16 111 86200
12 111 00014

RECEIVED

To: Chairman and Members of
Operations & Works Committee

REGISTRY NO.

From: William P. Taylor, P. Eng.

Engineering and Works

DATE: APR 21 1987

FILE No. T-85039

F.02.07

CLERK'S DEPARTMENT

April 9, 1987.

APR 29 1987

OPERATIONS/WORKS

SUBJECT: Proposed street names Erin Mills Neighbourhood 202-203,
21T-85039 (sketch attached).

SOURCE: Engineering and Works Department.

COMMENTS: John Bousfield Associates Ltd. submitted the following
names as proposed street names for the above noted
subdivision

Elm Ridge
Fernwood
Forest Hill
Forest Ridge
Old Park
Roselawn
Parkwood
Silverwood

Advent Court
Austin Hill
Alderman
Anderleigh
Balfour
Banfield
Beaton
Beardmore
Billett Gate
Brandy Lane
Burnford
Bycroft
Cape Hill
Carstone
Cartwright
Carver
Casselman
Castone
Chappel Hill

Chatwick
Clarendon
Comay
Cornell
Cottingham
Coulson
Curran
Dalebrook
Dalton
Delevan
Derrymount
Dryden
Duncairn
Dunvegan
Elderview
Farwell
Ferris Gate
Fordmill
Forsythe

.....2

.....2

File: 16 111 86200
12 111 00014

10(a)

Foxmill
Frybrook
Galloway
Gardenview
Gormley
Haddon Hall
Heathdale
Holbrook
Imperial
Jelson
Kentview
Kilbarry
Killarney
Latimer
Mannor Hill
Montclair
Orange Hill
Parson
Picton
Reservoir
Robinwood
Ronson
Rosegate

Roslyn
Reddington
Reid Mill
Quarterman
Rowmanwood
Ruperts Gate
Russell Hill
Sheldrake
Sladeview
Stibbard
Strathmore
Sturnaway
Summerhill
Target Hill
Thurston
Vesta
Warrendale
Wellesley
Wells Place
Westhampton
Weybourne
Wickham

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of April 8, 1987 and the following street names were approved.

Elmridge (approved as one word)
Forest Hill
Forest Ridge
Silverwood

Advent Court
Balfour
Banfield
Beardmore
Brandy Lane
Burnford
Cape Hill
Cartwright
Cornell
Coulson
Dalebrook
Dun Cairn
Elderview
Fordmill
Foxmill
Frybrook
Gardenview
Gormley
Haddon Hall

Holbrook
Latimer
Manor Hill
Montclair
Picton
Robinwood
Rosegate
Reddington
Quarterman
Ruperts Gate
Sladeview
Stibbard
Strathmore
Warrendale
Wellesley
Wells Place
Westhampton
Wickham

.....3

10 (b)

File: 16 111 86200
12 111 00014

The other names were refused because of duplications, confusion with similar named street or pronunciation difficulties.

RECOMMENDATION:

That John Bousfield Associates Ltd. (219 Front Street E., 2nd Floor, Toronto, Ontario, M5A 1E8) be advised that the following names have been approved as street names for the Erin Mills Development 21T-85039M.

Elmridge (approved as one word)
Forest Hill
Forest Ridge
Silverwood

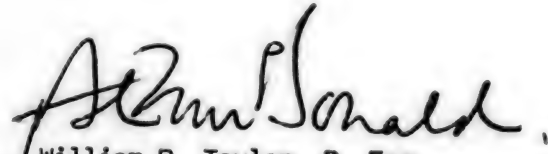
Advent Court
Balfour
Banfield
Beardmore
Brandy Lane
Burnford
Cape Hill
Cartwright
Cornell
Coulson
Dalebrook
Dun Cairn
Elderview
Fordmill
Foxmill
Frybrook
Gardenview
Gormley

Haddon Hall
Holbrook
Latimer
Manor Hill
Montclair
Picton
Robinwood
Rosegate
Reddington
Quarterman
Ruperts Gate
Sladeview
Stibbard
Strathmore
Warrendale
Wellesley
Wells Place
Westhampton
Wickham

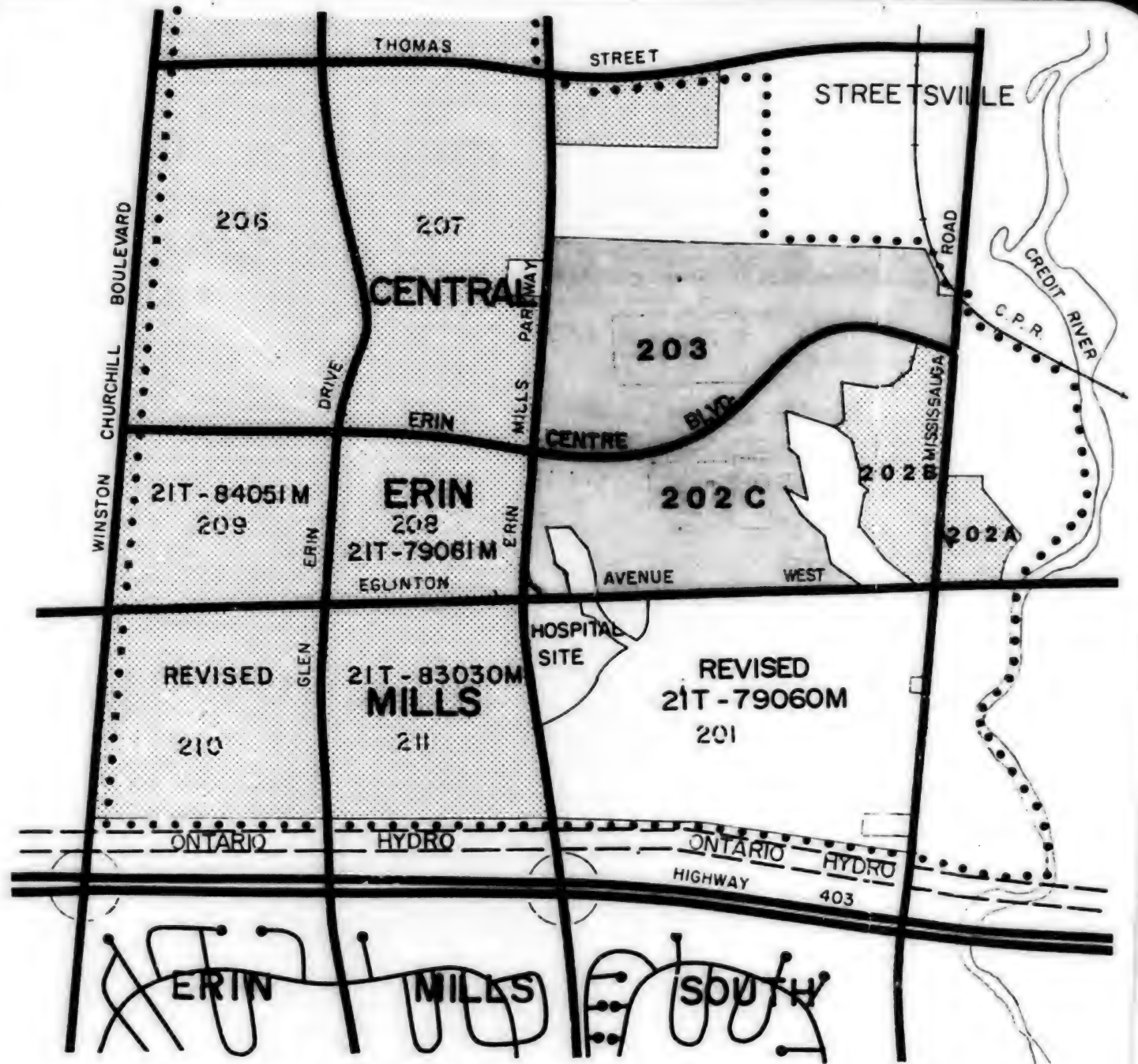
OPT/gb

cc: Councillor Southorn

0602E/71E


William P. Taylor, P. Eng.
Commissioner
Engineering and Works

10(c)



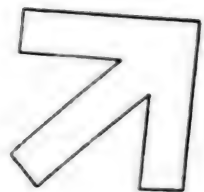
BOUNDARY of
CENTRAL ERIN MILLS



LAND TO BE
DEVELOPED.



ADDITIONAL LAND
OWNED BY THE APPLICANT





City of Mississauga

MEMORANDUM

File: 16 111 77062
12 111 00014

To: Chairman and Members of
Operations & Works Committee
Dept.

From: William P. Taylor, P. Eng.
Dept. Engineering and Works

April 9, 1987.

OPERATIONS/WORKS **APR 29 1987**

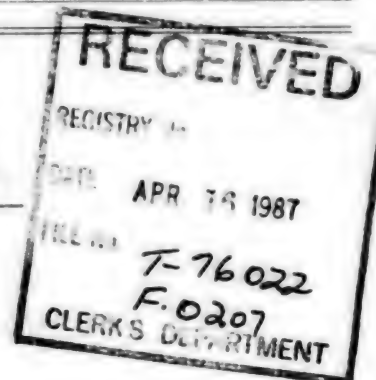
SUBJECT: Proposed Street Name
Menkes Developments
21T-76022M (sketch attached)

SOURCE: Engineering and Works Department

COMMENTS: Menkes Industrial Parks Limited submitted the name "Menkes Drive" for use as a street name in the above development.

This submission was reviewed and approved by the Region of Peel Street Names Committee at their meeting of April 8, 1987.

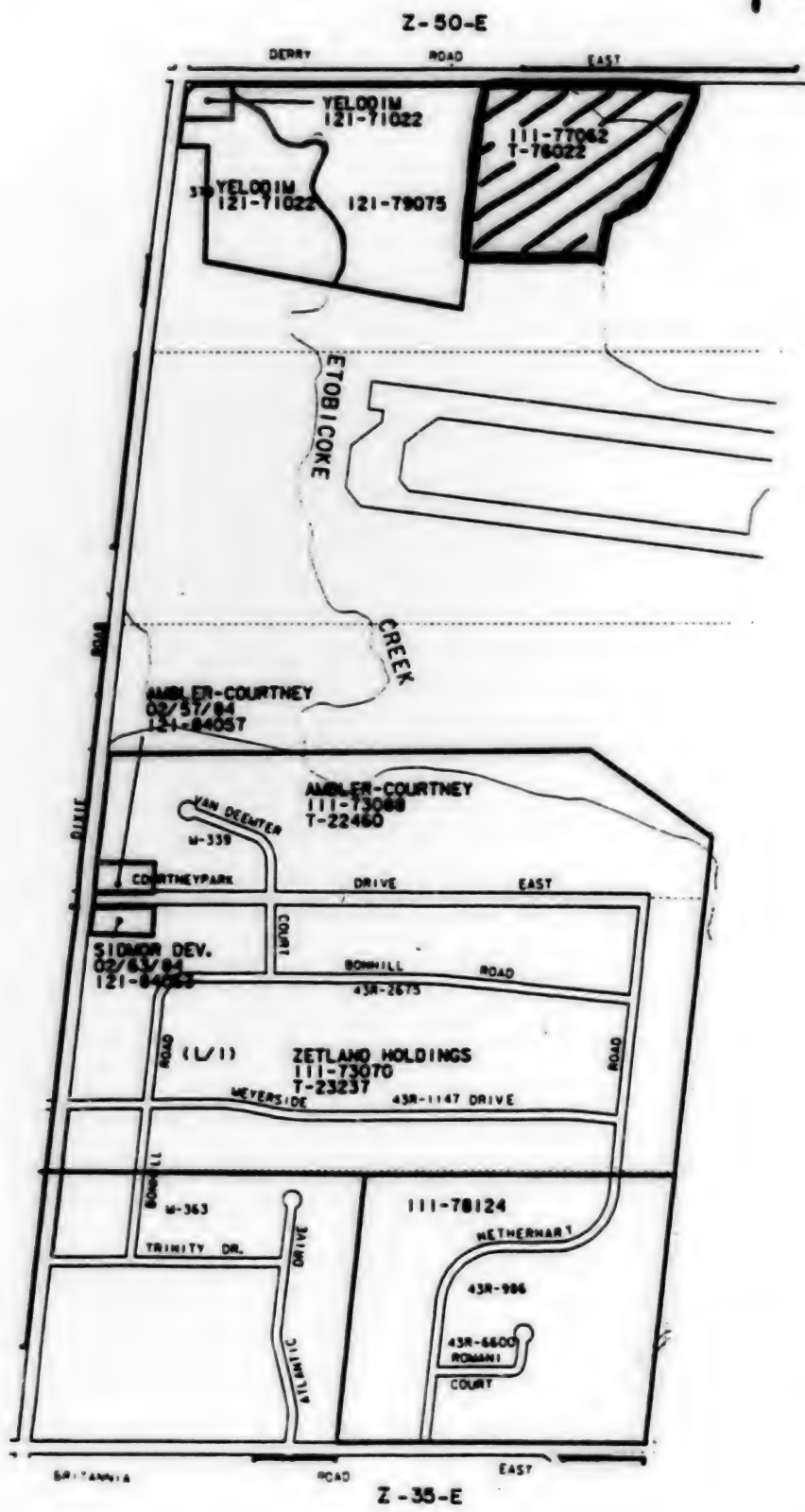
RECOMMENDATION: That Menkes Industrial Parks Ltd. (2175 Shepherd Avenue East, Willowdale, Ontario, M2J 1W8) be advised that "Menkes Drive" has been approved as a street name for subdivision 21T-76022.



William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

OPT/gb
cc: Councillor McKechnie
0602E/71E

11(a)





12

City of Mississauga

MEMORANDUM

File: 16 111 86228
12 111 00014

To: Chairman and Members of
Operations & Works Committee
Dept.

From: William P. Taylor, P. Eng.
Dept. Engineering and Works

April 9, 1987.

APR 29 1987

OPERATIONS/WORKS

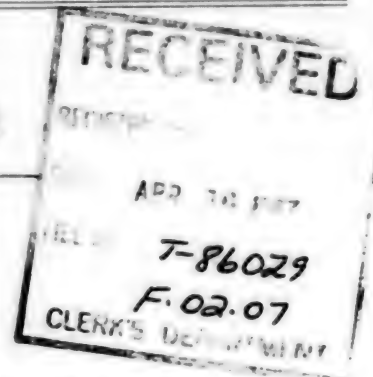
SUBJECT: Proposed Street Name
Tenure Subdivision
21T-86029 (sketch attached)

SOURCE: Engineering and Works

COMMENTS: Tenure Investments Ltd. submitted the name Telford Way for
use as a street name in the above development.

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of March 8, 1987 and
approved the use of this name in the subject development.

RECOMMENDATION: That Tenure Investments Ltd. be advised that "Telford Way"
has been approved as a street name for subdivision
21T-86029.



William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

PT/gb
cc: Councillor McKechnie

0602E/71

CITY OF BRAMPTON

MERLAINE DEV.
121-82010

T-25174

CARDIFF BOULEVARD

434-435

LORIMAR DRIVE

MAXWELL ROAD

HALSEMERE
121-74094

Z-42-W

EYOBICOKE CK.
DIVERSION
111-111-82120

285238
ONTARIO LTD.
111-75063
T-74320

BRANCH

465348
ONTARIO LTD.
111-11241
T-81640

DIXIE ROAD

OPERA ROAD W-276

DRIVE

GAGE COURT

BOYLEN ROAD

BRAMBLE

ALLIANCE ROCKLIFF
AND A. ISSLER
111-79057
T-79008

CON. 4 E.H.S.

H.S. 434-457

H. & R. DEV.
111-80202
T-79088

EAST

**TENURE SUBD
T-86029**

Z-42-E

Z-50-E&W

Z-49-W

$$I_2(a)$$

TENURE 3400
T-86029 Z-

Z-42-E



13

City of Mississauga

File: 11 141 00045
11 161 00011
13 211 00016

MEMORANDUM

RECEIVED

REGISTRY

William P. Taylor, P.Eng.,

To: Chairman and Members of
Operations and Works Committee.

From: APR 18 1987 Engineering & Works Dept.

Dept.

Dept.

FOL. 04.10

CLERK'S DEPARTMENT

APR 29 1987

April 8, 1987.

OPERATIONS/WORKS

SUBJECT: Reduced Speed Zone on Paisley Boulevard, adjacent to St. Jerome Separate School.

SOURCE: Traffic Safety Council.

COMMENTS: The Traffic Safety Council Site Inspection Subcommittee, at a recent inspection in the area of St. Jerome School, have indicated that a reduced speed zone to 40 km/h is required on Paisley Boulevard, west of Huron Park Place.

Engineering personnel have reviewed the area and concur that in keeping with policy, the speed limit should be reduced from the existing 50 km/h to the standard 40 km/h for residential roadways with direct public school frontage.

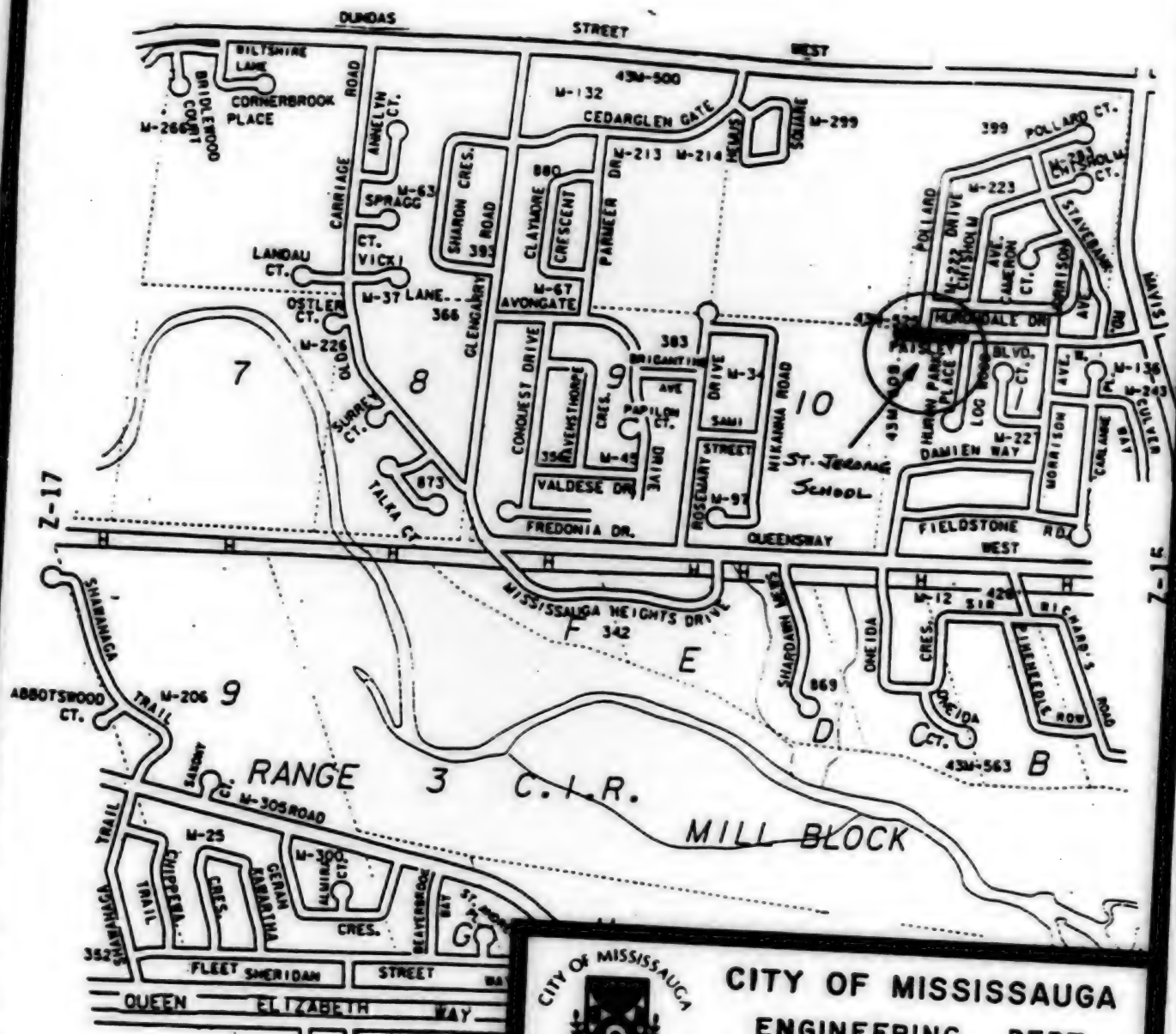
We have also observed a lack of school area signing and have directed immediate installation of the appropriate school zone signs.

RECOMMENDATION: That a by-law be passed establishing a reduction of the speed limit on Paisley Boulevard between Huron Park Place and the west limit of Paisley Boulevard to 40 km/h.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.
dab
1987

Z-23

13(a)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

40 km/h SPEED ZONE
ST. JEROME SCHOOL



14

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00027

RECEIVED

To: Chairman and Members of
Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.

Dept:

APR 15 1987

F.06.04.10

April 8, 1987.

CITY OF MISSISSAUGA
OPERATIONS/WORKS

APR 29 1987

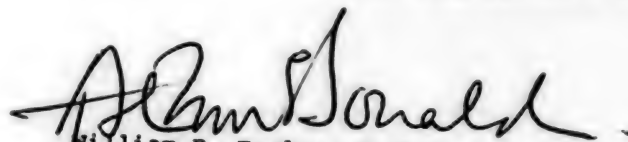
SUBJECT: Reduced Speed School Zone on Willowbank Trail, north of Rathburn Road.

SOURCE: Mr. Sethi, 652 Willowbank Trail.

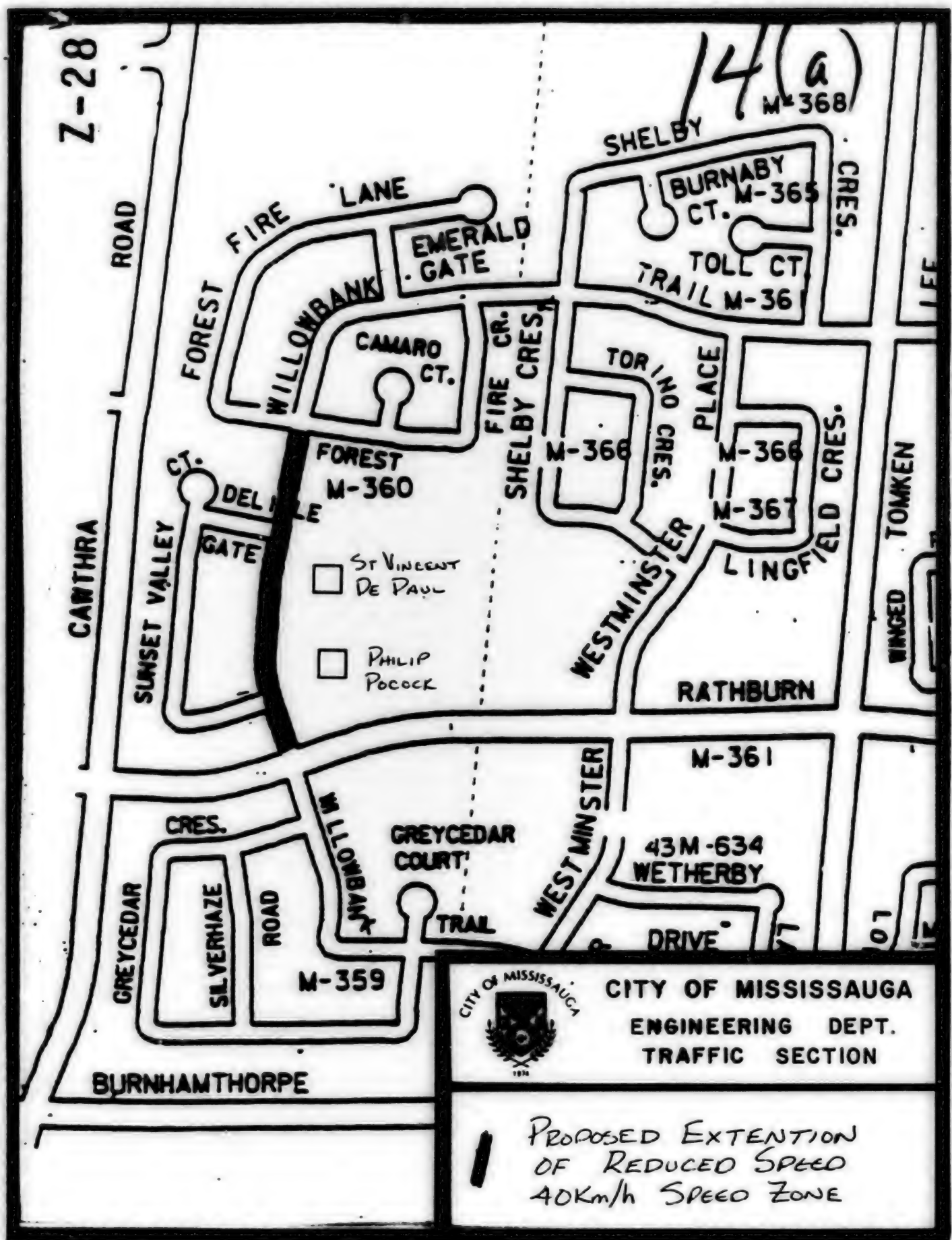
COMMENTS: Mr. Sethi has advised Councillor Prentice of what he feels is a discrepancy in the speed limit signing on Willowbank Trail fronting St. Vincent De Paul Separate School. Upon Councillor Prentice's request, Engineering personnel have reviewed the signing and determined that it strictly conforms to the Traffic By-law and covers only the direct frontage of the junior school property. This leaves a small section of about 30 metres (100 ft.) between the reduced speed 40 km/h school zone and Rathburn Road, the south limit.

The Engineering Department feels that these limits could be extended to run between Rathburn Road and Forest Fire Lane. This will allow for a longer transition zone from 50 km/h to 40 km/h before actually reaching the school frontage.

RECOMMENDATIONS: That a by-law be passed authorizing an extension of the existing reduced speed school zone on Willowbank Trail to run from Rathburn Road to Forest Fire Lane.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

WPT/dah
141 E
Attach.





15

City of Mississauga

MEMORANDUM

Our file : 11 141 00010

To Mayor and Members of Council

From W. P. Taylor, P. Eng.

Dept. Engineering & Works

Dept.

APR 9 1987

1.07.02.02

April 1, 1987

APR 29 1987

CLERK'S DEPARTMENT

OPERATIONS/WORKS

SUBJECT:

Contract with Department of Transport
Lester B. Pearson International Airport.

ORIGIN:

Engineering & Works Department

COMMENTS:

The City of Mississauga has for the past number of years, provided the services of By-law Enforcement Officers to the Department of Transport at Lester B. Pearson International Airport to assist with their Ground Transportation Services at the Airport.

On March 18, 1987, Transport Canada mailed the City of Mississauga an Amendment #1 dated March 1, 1986 to Contract No.M-502223-YZ from the Department of Transport at Lester B. Pearson International Airport for the provision of one (1) additional By-law Enforcement Officer from May 5, 1986 to May 30, 1986 inclusive.

RECOMMENDATION:

That Council authorize the Mayor and Clerk to execute Amendment No.1 dated March 1, 1986 to Contract No.M-502223-YZ from the Department of Transport at Lester B. Pearson International Airport for the provision of one (1) additional By-law Enforcement Officer from May 5, 1986 to May 30, 1986 inclusive.

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Engineering & Works

W.P.T.:sa
333E/22E



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
12 121 00002

16

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

April 23, 1987

SUBJECT: Jurisdictional Control - Renforth Drive between Eglinton Avenue West and Carlingview Drive
SOURCE: City of Etobicoke - Report Request No. 392-86
COMMENTS: In October 1986 a meeting was convened by the City of Etobicoke to discuss the jurisdiction of the section of Renforth Drive between Eglinton Avenue West and Carlingview Drive. The subject section of roadway is shown on the attached plan.

OPERATIONS/WORKS

APR 29 1987

The meeting was attended by staff from the Engineering and Works Department and the Ministry of Transportation and Communications. The Ministry indicated at that time that there is a problem with respect to jurisdiction or status of the roadway and that the situation was further complicated by the fact that the Federal Government owned a portion of the right of way. The Ministry indicated that they were proceeding with the designation of the roadway as a King's Highway to clear up the status of the roadway. Also, negotiations were to continue with the Federal Government for acquisition of portions of the right-of-way in their ownership.

Following the resolution of the land ownership issue, it is proposed that the portion of the roadway forming a boundary between the cities be reverted to the Cities of Mississauga and Etobicoke. This will require the drafting of a satisfactory maintenance agreement acceptable to both municipalities.

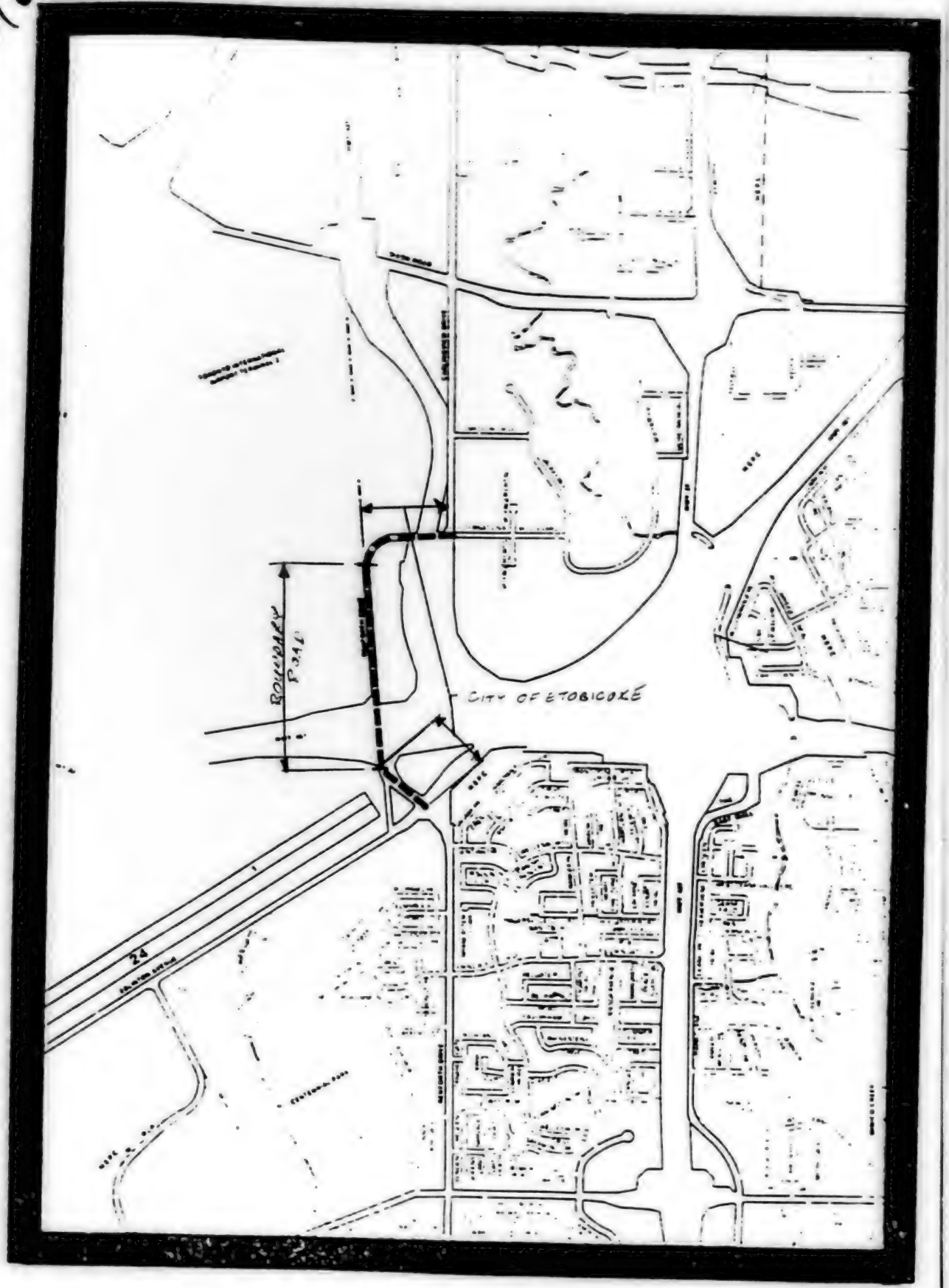
- RECOMMENDATION: 1. That the City of Mississauga agree to accept the section of Renforth Drive which form the boundary road between the cities of Mississauga and Etobicoke subject to a satisfactory maintenance agreement between the Cities of Mississauga and Etobicoke.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

dab
187E
attach

16(a)

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City of Mississauga

MEMORANDUM

17

To Chairman and Members of the
Operations and Works Committee
Dept.

From Wm. P. Taylor, P. Eng.
Engineering and Works
Dept.

Files: 11 121 00026
11 141 00045

April 22, 1987

OPERATIONS/WORKS APR 29 1987

SUBJECT: Ranger Helicopters, Canada request to operate helicopters from the Canada Post Gateway Processing Plant at Dixie and Eglinton and the adjacent Priority Post facility on Fieldgate Avenue.

SOURCE: Letter from Ranger Helicopters, Canada - Report Request No. 109-87.

COMMENTS: Ranger Helicopters submitted a letter addressed to the City Clerk, copy of which is attached, requesting approval of the operation of helicopters from two locations for Canada Post. These locations are the Gateway Post Office at Dixie and Eglinton and the adjacent Priority Post facility on Fieldgate Drive.

We have contacted Canada Post concerning this proposal and enclosed is a letter dated April 8, 1987, outlining the information received. The Ranger Helicopters letter is requesting approval from now until March of 1988. Canada Post indicated verbally that the proposed heliports at these locations will be used for occasional use only but could occur at any time of the day or night. The flights would be used for occasional emergency purposes only to transport senior executives coming from Ottawa to the Gateway Postal facility. The personnel would board the helicopter at Pearson International Airport or from downtown Toronto. The route from Pearson International would be Highway 427 and Eglinton Avenue while the route from downtown Toronto would be Lakeshore Road, Dixie and Eglinton. As we understand the situation, this proposal is only for the transportation of personnel and the impact of this service on the adjacent community cannot be determined with any degree of accuracy as it depends upon the time and frequency of the flights.

cont'd.

17(a)

Chairman and Members of the
Operations and Works Committee
April 22, 1987
Page 2

Subject: Ranger Helicopters, Canada

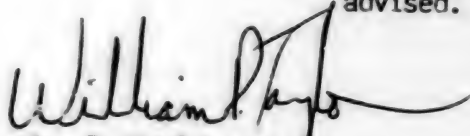
COMMENTS - cont'd.

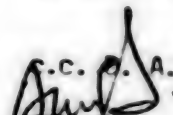
The necessity to have this service has not been established by Canada Post especially having regard to the proximity of the airports to Canada Post and the fact that excellent transportation facilities are available from each location by road. It should also be pointed out that if Canada Post wanted to provide this service, (on the assumption that they receive Transport Canada approval,) City Council approval would not be required.

In view of the foregoing, we do not feel that City Council should endorse such an operation as we feel that the need for same has not been demonstrated.

RECOMMENDATION:

That the Council of the City of Mississauga advise Ranger Helicopters, Canada that they do not endorse their request outlined in their letter of March 13, 1987, and that Transport Canada and Canada Post be so advised.


Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works


S.C. A. Lychak
MEM:dbw
0550E/65E

RANGER HELICOPTERS, CANADA

TORONTO DOWNTOWN HELIPORT, 55 UNWIN AVENUE, TORONTO, ONTARIO, CANADA M5A 1A2
Telephone (416) 461-4833 Telex 06-2185957 Telecopier 416-461-9823

March 13, 1987

OPERATIONS/WORKS _____

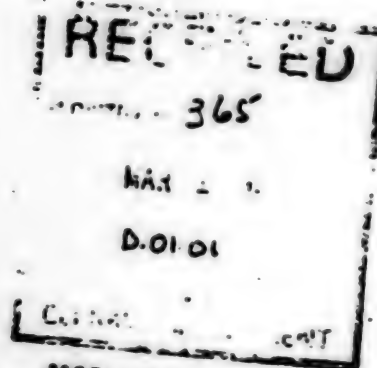
T. L. Julian

City Clerk, City of Mississauga

300 City Center Drive

Mississauga, Ontario

LSB 3C1



Dear Sir:

E.A. DATE **MAR 30 1987**

Ranger Helicopters Canada would like to operate helicopters from 2 locations for Canada Post Corporation. The locations are the Gateway Processing Plant at Dixie and Eglinton and the adjacent Priority Post facility on Fieldgate Avenue.

The time period will be from as soon as possible to March 1988.

All operations will be carried out with Transport Canada approval. The letter from the City of Mississauga confirming that the City does not object is one of their requirements.

The operations will be day VFR using a Bell 206L-1 Helicopter. Substitute aircraft may include the Bell 206B, Robinson R-22, or Aerospatiale AS350.

Respectfully,

Pat Dickey

Canada Post Société canadienne
Corporation des postes
20 Bay Street
Room 011
Toronto, Ontario
M5J 1A1

Tel: (416) 973-3173

April 8, 1987

OPERATIONS/WORKS **APR 29 1987**

Mr. O. Terminesi
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Re: Helicopter flights into Mississauga Postal Plants

Dear Mr. Terminesi:

As per your request, we submit the following information:

Frequency of use: Occasional for one or two, possibly more months.

Routes: To and from downtown and airport.

Times: 24 hours a day, seven days a week, on an occasional basis.

Yours truly,

CANADA POST CORPORATION

A. Reimanis

A. Reimanis (Mrs.)
Transportation Contracting Services
York Division

AR:smm

Canada

ENGINEERING & WORKS DEPARTMENT	
RECEIVED BY	
APR 10 1987	
By: <i>CP</i>	<i>10/4/87</i>
Kuss C.	



City of Mississauga

MEMORANDUM

File: 11 141 00045
22 141 00007
13 211 00015

18

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

April 13, 1987.

APR 29 1987

OPERATIONS/WORKS

SUBJECT: Regional Municipality of Peel, Mavis Road Functional Study.
SOURCE: Engineering and Works Department.
COMMENTS:

The consulting firm of McCormick Rankin were retained by the Region of Peel to carry out a functional study of the future alignment of Mavis Road between the north City limit and the C.P.R. railway line in Brampton.

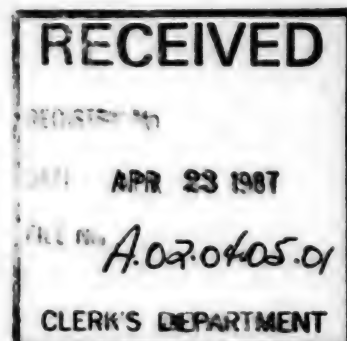
This report addresses the recommended alignment of Mavis Road from the north City limits southerly to Derry Road.

Initially four alignments were developed. Alignment 'A' was directly along the mid-lot line with alignment 'D-2' being the most westerly alignment within Brampton.

Each of the alignments within the City of Mississauga have been reviewed from a geometric, environmental and economic standpoint and, we have concluded that the most desired alignment is centred on the mid-lot line.

RECOMMENDATIONS:

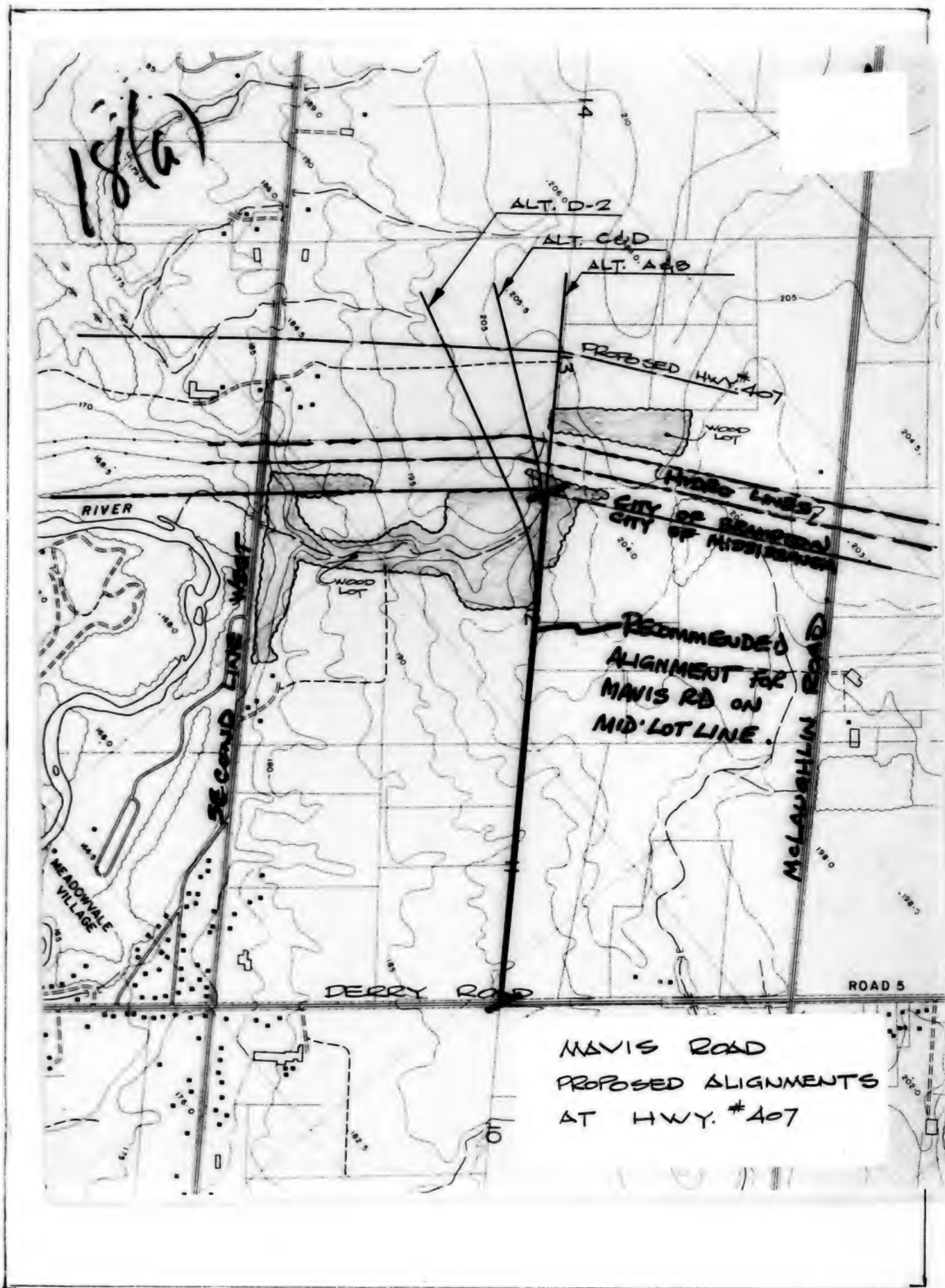
That the Region of Peel be advised that the alignment of Mavis Road from the north City limits southerly to Derry Road be the mid-lot line as shown on the attached sketch.



William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

AS
0487E
Attach.

c.c. R.G.B. Edmunds
P.Allen





City of Mississauga

MEMORANDUM

19

To: W. P. Taylor, Commissioner
Engineering & Works
Dept

From: Linda Mailer
Clerk's
Dept

APR 29 1987

October 15, 1986

OPERATIONS/WORKS

Re: Policy - Waiving of Central Air
Conditioning Requirements
File: A.00.02.06

The Operations and Works Committee at its meeting on October 1, 1986, considered your report dated September 17, 1986, with respect to the above noted matter and recommended the following:

OW-313-86 That the following policy on air conditioning installations in new residential developments be adopted:

- (a) That future acoustical reports examine the predicted traffic noise for both the immediate and the projected five year traffic volumes as well as the ultimate traffic volumes when determining the requirements for air conditioning;
- (b) That air conditioning be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;
- (c) That where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.

This recommendation was adopted by Council at its meeting on October 14, 1986.

L. Mailer

Linda Mailer
Committee Coordinator

/1

cc A. McDonald, Acting Commissioner of Building/Zoning/Licensing
R.G.B. Edmunds, Commissioner of Planning
L.W. Stewart, City Solicitor
L. Lister, Acting Development Coordinator



19(a)

City of Mississauga

MEMORANDUM

FILE : 11 141 00045
14 111 00001

To: Chairman and Members of
Operations and Works Committee
From: William P. Taylor,
Engineering and Works
Dept

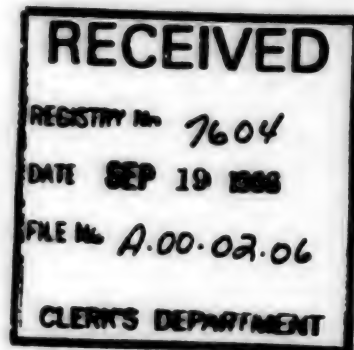
September 17, 1986

OPERATIONS/WORKS **OCT 1 1986**

SUBJECT : Policy - Waiving of Central Air Conditioning requirements in residential subdivisions due to traffic noise.

ORIGIN : O & W Rec. OW-108-86 May 28, 1986, Council June 9, 1986. Request for report number 161-86 dated June 10, 1986.

COMMENTS : The present policy adopted by City Council at its meeting on February 28, 1983, Resolution No.271-83, allows for the deletion of central air conditioning when specifically requested by the homeowner. The intent was to have the requirement registered on title, however recent complications and legalities at the Registry Office do not permit the registration to take place. Nevertheless we have proceeded with deleting the air conditioners on receipt of specific requests and waivers.



In many cases the requirement for air conditioning is based on ultimate traffic volumes, and in many cases it will be some years before the level of traffic will be such as to require the actual installation of air conditioning units. Examples of this type of street are Rathburn Road, Ridgeway Drive, Winston Churchill Blvd. and many other collector and local collector roadways.

In the case of major roadways such as the Queen Elizabeth Way, the Erin Mills Parkway, Burnhamthorpe Road and Dundas Street, the requirement for noise attenuation through air conditioning is immediate.

It is our feeling that the ultimate time frame in arriving at the necessity for installing air conditioners as the house is built, is too long. We feel that a five year period would be more realistic. That is, if the traffic levels are not expected to be high enough to require air conditioning for at least five years, then provision of an appropriate forced air-system suitable for installing the air conditioning will be made. The actual air conditioner unit could be installed by the occupant at some later date. A warning clause would be included in the Financial Agreement indicating the need for air conditioning in the future.

continued ...

19(h)

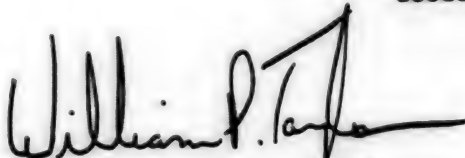
SUBJECT : Policy - Waiving of Central Air Conditioning requirements in residential subdivisions due to traffic noise.

COMMENTS : continued ... In those cases where present traffic volumes warrant the installation of air conditioners, then the air conditioning requirement should be included in the Servicing Agreement and the homeowner or builder would not be allowed to omit this requirement.

RECOMMENDATIONS:

That the following policy on Air Conditioning installations in new developments be adopted for all roads except arterial, Regional or M.T.C. roads :

- a) Future acoustical reports are to examine the predicted traffic noise for both the immediate and the projected five year traffic volumes, as well as the ultimate traffic volumes when determining the requirements for air conditioning.
- b) Air conditioning is to be installed in new developments where the noise levels are expected to be above the guidelines within five years.
- c) Where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the Registered Financial Agreement to advise home owners and future purchasers, that air conditioning may be required at some future date to satisfy the acoustical guidelines.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RGC:jb

20

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

APRIL 14, 1987
A.03.04.01

REPORT NO. 3-87

APR 29 1987

TO: The Operations and Works Committee

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its third report and recommends:

PVA-18-87 That the decision of staff that January 6, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Emile Chiti, be upheld.

L.08.04.02
(PVA-18-3-87)

PVA-19-87 That the decision of staff that February 26, 1987 is the correct qualifying date on the Taxicab Priority List for applicant Frank Hubbs, be upheld.

L.08.04.02
(PVA-19-3-87)

PVA-20-87 That the decision of staff that April 1, 1986 is the correct qualifying date on the Taxicab Priority List for applicant Muhammed Malawi, be upheld.

L.08.04.02
(PVA-20-3-87)

PVA-21-87 That the report dated March 31, 1987 from William P. Taylor, Commissioner of Engineering and Works Department, regarding of the intent by Blue and White Taxi Co-op Ltd. to increase their monthly brokerage dues from \$275.00 to \$300.00 effective May 1, 1987, be received for information.

L.08.02
(PVA-21-3-87)

April 14, 1987

2da)

PVA-22-87 That the report dated April 1, 1987 from William P. Taylor, Commissioner of Engineering & Works Department relating to the re-location of Square One Cab Stand, be received for information.

L.08.02
(PVA-22-3-87)

PVA-23-87 That the letter dated February 12, 1987 from Mr. Sam Yehia withdrawing his complaint against Air Travellers and stating that a compromise has been reached between the shareholders and the present management of Air Travellers, be received for information.

L.08.02
(PVA-23-3-87)

PVA-24-87 That the letter dated February 23, 1987, from Feldman, Murray, Steinberg and Zoldhelyi on behalf of taxicab brokerage Air Travellers Cab Service Limited, be accepted as the letter of intent as required under 72(1) of By-law 697-84, as amended, for a brokerage dues increase to be effective May 1, 1987.

L.08.02
(PVA-24-3-87)

PVA-25-87 (a) That the Legal Department be requested to prepare an amendment to the Licensing By-law to incorporate the following proposed amendment:

That Section 72 (8) of the Licensing By-law be amended to exempt not only dues but also credit card service charges or customer voucher service charges, to make it clear that these classes of charges are not to be considered as charges or financial demands under the section;

(b) That all Brokerage Owners be invited to attend the next meeting of the Public Vehicle Authority when this amendment will be considered.

L.08.02
(PVA-25-3-87)

20th

- 3 -

April 14, 1987

PVA-26-87 (a) That the General Manager at Pearson International Airport be requested to submit to the next meeting of the Public Vehicle Authority, an outline of costs related to the prearranged pick-up service at the Airport, and justification for the \$3.00 charge to drivers.

(b) That the Engineering Department be requested to research how other Canadian Airports handle their prearranged pickup service and report their findings to the Public Vehicle Authority.

L.08.03.01
(PVA-26-3-87)

PVA-27-87 That the letter dated February 19, 1987, from Mr. Maroun Hanna, President, City Taxi to the Toronto Star in response to articles being run by the Star regarding the taxi situation at Pearson International Airport, be received for information.

L.08.04.01
(PVA-27-3-87)

PVA-28-87 That the letter from Frank Clifford to Ms. Ruddell-Foster, General Manager, Metro. Licensing Commission, with regard to the over-issuance of livery licences be received for information.

L.08.04.02
(PVA-28-3-87)

PVA-29-87 That the City of Mississauga endorse the application by Ronald Young School Bus Service Limited to the Ontario Highway Transport Board for a licence to operate charters from Mississauga to other points in Southern Ontario.

L.08.03
(PVA-29-3-87)

CITY OF MISSISSAUGA

MINUTES

MEETING EIGHT EIGHTY-SEVEN

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, APRIL 29, 1987, 9:15 A.M.

PLACE OF MEETING: HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor D. Culham
Councillor F. McKechnie
Councillor D. Cook
Councillor S. Mahoney
Councillor T. Southorn (Chairman)
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

ALSO PRESENT: Councillor P. Mullin
Councillor M. Prentice
Councillor L. Taylor (part)

STAFF PRESENT: Mr. D. A. Lychak, City Manager
Mr. W.P. Taylor, Commissioner of Engineering and Works
Mr. A. McDonald, Engineering and Works Department
Mr. G. Burch, Engineering and Works Department
Mr. E.J. Dowling, Transit General Manager
Deputy Chief B. McKee, Fire Department
Mr. L. W. Stewart, City Solicitor
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:15 A.M.

A. Ms. Sheelagh Lawrance and Mr. Murray Patterson of Ontario Hydro.

F.04.05.01

SEE ITEM 1

April 29, 1987

- B. Mr. Emile Chiti, Taxicab Priority List
L.08.04.02
SEE ITEM 2
- C. Mr. Frank Hubbs, Taxicab Priority List
L.08.04.02
SEE ITEM 3
- D. Mr. Muhammed Malawi, Taxicab Priority List
L.08.04.02
SEE ITEM 4

PRESENTATION:

- E. Square One Bus Terminal Improvements
J.05.86100
SEE ITEM 5

MATTERS CONSIDERED:

1. Presentation to the Committee regarding Hydro's study on flue-gas desulphurization (scrubbing) equipment at Lakeview Generating Station.

Ms. Lawrance advised that Hydro was present to introduce the study and outline the process proposed.

Mr. Patterson explained the program of acid rain reduction undertaken by Ontario Hydro and as part of that program the possible introduction of a scrubber system at the Lakeview Station. Mr. Patterson advised that the proposal would require approval under the Environmental Assessment Act. Details were presented regarding the phases of study including timing, costs, and public involvement. As part of the program Ontario Hydro would meet with municipal staff from the planning and engineering sections to discuss local impact and concerns.

Also a public meeting is scheduled to seek input from the area residents for June 8 at the Longbranch Legion.

Committee Members discussed the issue in detail specifically in relation to the total acid rain problem, technology available and of course economic factors. Mr. Patterson advised that the Ministry of the Environment is coordinating a program, "Count Down Acid Rain". The Ministry will attempt to put together the facts and figures and options available.

Councillor Kennedy pointed out that during the development of the adjacent Lakefront Promenade Park, Hydro representatives had indicated that the Station would be closing in 1989 or 1990 and questioned what the long range plans for this site. Mr. Patterson responded that the use of this site is under review and a report is expected within 18 months as to its life span. Certainly, if Hydro installed scrubbers it would definitely extend the life of the Station; however, a final determination will not be made until late 1988. Because of the extensive scrutiny required to install the "scrubber" system Hydro have commenced the study at this time in order to avoid delays if it is determined that the system is feasible for this Station.

With respect to the proposed public meeting, Councillor Kennedy requested that Hydro consider a more convenient location to the area residents and advised that he would meet with the representatives to select a public facility closer to the Lakeview Station.

Staff were directed to participate with Ontario Hydro in the workshops.

P.04.05.01

Received

See Recommendation OW-181-87 (H. Kennedy)

2.

Public Vehicle Authority recommendation of April 14, 1987, as follows:

'That the decision of staff that January 6, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Emile Chiti, be upheld.'

Attached was the report dated March 30, 1987, from the Commissioner of Engineering and Works detailing the history of this matter.

Mr. Emile Chiti appeared before the Committee regarding this recommendation and requested that his name be re-entered on the list although he had not been working in the industry full time for some years. Mr. Chiti requested that consideration be given to his prior involvement in the industry.

Committee noted Staff comments that Mr. Chiti had been dealt with fairly and in accordance with the rules of procedure.

Councillor Culham moved approval of the Staff recommendation. This motion was voted on and carried.

L.08.04.02

Approved

See Recommendation OW-182-87 (D. Culham)

3. Public Vehicle Authority recommendation of April 15, 1987, as follows:

'That the decision of staff that February 26, 1987, is the correct qualifying date on the Taxicab Priority List for applicant Frank Hubbs, be upheld.'

Attached was the report dated March 30, 1987, from the Commissioner of Engineering and Works detailing the history of this matter.

Mr. Hubbs was not in attendance when the item was considered; however, he arrived later in the meeting and was advised to appear before Council on May 13, 1987, when the recommendation would be considered.

L.08.04.02

Approved

See Recommendation OW-183-87 (S. Mahoney)

4. Public Vehicle Authority recommendation of April 15, 1987, as follows:

'That the decision of staff that April 1, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Muhammed Malawi, be upheld.'

Attached was the report dated March 30, 1987, from the Commissioner of Engineering and Works regarding this matter.

Mr. Muhammed Malawi's representative, Mr. Harry Malawi, appeared before the Committee and requested that the item be deferred to the next meeting to provide him an opportunity to review the matter.

L.08.04.02

Deferred (May 21, 1987)

No Recommendation

5. Report dated April 29, 1987, from the Transit General Manager regarding improvements to the Square One Bus Terminal. The plans involve the construction of additional bus bays, reconstruction of the roadway, the installation of new and larger bus shelters, provision of an inspectors' booth and ticket sales outlet, a staff washroom, landscaping, improved all-night lights and improved passenger information displays.

RECOMMENDATION:

- (a) That \$140,000.00 be approved as the City's portion of the total cost of improvements to the Square One Bus Terminal and that these funds be allocated from the Capital Contingency Account.
- (b) That the Ministry of Transportation and Communications be requested for funding in the amount of \$181,000.00.
- (c) That the City Solicitor prepare an agreement between the City and Hammerson/Mascan Corporation Corporation regarding the Square One Bus Terminal.

Mr. Norm Dodd provided a brief overview of the proposal along with a Representative of Daytech Manufacturing which company developed the shelter and booth designs, cost estimates and slide presentation.

Councillor Cook again expressed concern that the project does not include a ticket sales booth. Mr. Dowling pointed out that the major seller of tickets was located at the Treats Muffin Shop just inside the main doors of the Mall and the costs of such a facility prohibited its inclusion at this time. Staff are considering locating a booth at the new City Hall as an alternative.

Mayor McCallion noted that the total project would cost \$512,956.00 apportioned between Hammerson, the City and the Ministry of Transportation and Communications. The Mayor questioned why Hammerson was not assuming the total cost of the improvements since the Transit Terminal at this location is certainly advantageous to the Shopping Mall.

Mr. Dowling advised that Hammerson were to pay the total cost of the original improvements; however, the project has been revised to upgrade the visual image and provide additional support facilities. As the costs escalated, Staff in conjunction with the M.T.C. negotiated the cost sharing agreement.

The Mayor moved that the matter be referred to Council (May 13, 1987) without a recommendation in order that further discussions could be held with Hammerson on the cost sharing arrangement.

J.05.86100

Referred to Council Without Recommendation

April 29, 1987

6.

Report dated April 22, 1987, from the Transit General Manager regarding the establishment of a City operated Repair Shop. As part of the ongoing review of procedures, it has been concluded that maintenance costs could be reduced if Transit established its own repair shop. The proposal has been carefully reviewed, studied and costed to ensure that substantial financial benefits will accrue.

RECOMMENDATION:

That a service body and repair shop be established at Mississauga Transit and that \$167,000.00 be transferred to the appropriate account and that the following additional staff be hired to facilitate the establishment of such a shop:

- (i) One Supervisor
- (ii) Three Bodymen
- (iii) Four Helpers or Apprentices

Committee Members discussed this proposal in detail and noted a significant change in policy. Mr. Lychak advised that this report and initiative is in line with some of the other views being taken in the Corporation. One of the major concerns is how effective are our services and how they compare with the private sector. In this case the private sector is monopolized and it is questionable whether the City is getting a competitive price. The establishment of this in house repair shop will provide an opportunity for a true comparison. It is not intended to grow nor provide all the repair services needed. It will be carefully monitored and evaluated with a view to determining its effectiveness.

In response to a specific concern regarding the hiring of additional staff, Mr. Lychak advised that all but the Supervisor would be union members. If a decision was made to close the shop, the employees would be laid off in accordance with the rules of the union agreement.

D.05.01

Approved

See Recommendation OW-184-87 (S. Mahoney)

7.

Report dated April 6, 1987, from the Commissioner of Engineering and Works with respect to possible changes to the Planning Act 1983 allowing municipalities to pass Property Standards By-laws by limiting the scope of such by-laws. The Province apparently is considering to limit such By-laws to matters pertaining only to the Maintenance of the outside of buildings and property with respect to appearance, housekeeping of grounds and items of a nuisance nature. This would limit the action of the Property Standards Officers and would not allow internal conditions to be addressed. The Property Standards have been beneficial in the past to preserve housing stock and maintain proper living conditions for the residents of Mississauga.

RECOMMENDATION:

That the following resolution be passed:

WHEREAS the Planning Act, 1983, allows Municipalities to enact Property Standard By-laws and doing so, gives them the authority to set their own standards of maintenance according to their community's standards.

WHEREAS the interest of property owners, tenants and neighbourhoods are best served by effective by-laws that can be quickly utilized to protect all citizens.

WHEREAS the Ontario Association of Property Standard Officers has advised the City of Mississauga that, the Ontario Government is planning to limit the scope of Property Standard By-laws to the maintenance of lands and the outside of buildings.

WHEREAS this change would severely limit the City of Mississauga's Property Standard Officers the ability to protect property owners and tenants.

THEREFORE, BE IT RESOLVED, that the Council of the City of Mississauga recommends that the Planning Act 1983 not be amended to limit the scope of Property Standard By-laws in the Province of Ontario.

Committee Members questioned the intent of the proposed changes and whether it would in fact reduce the municipality's authority or was simply to eliminate duplication where the authority is provided in other legislation. It was suggested that Provincial Staff be requested to explain the proposed amendments.

Councillor Cook recommended that Staff from the Province be requested to attend a future meeting to outline the intent of the proposed changes to the legislation.

Councillor Cook also noted that recent changes to the Landlord and Tenant Act were causing concerns with the standards of rental accommodation and recommended that Staff from the Province also be invited to address the Committee on this legislation.

Staff were directed to advise and invite the Provincial Members of Parliament when arrangements are confirmed with the Ministry Staff to address these issues.

L.07.05.01

See Recommendation OW-185-87 (D. Cook)

8. Report dated April 21, 1987, from the Commissioner of Engineering and Works advising that the Province is extending the mandate of the Credit Valley Conservation Authority to include shoreline hazard areas and as a result the C.V.C.A. plans to undertake a Shoreline Management Plan. The estimated cost of the plan is \$13,000.00 with the City's 45% share being \$5,805.00 in 1987 AS this project was not listed in the approved 1987 C.V.C.A. budget, it is necessary that the City agree to be designated benefitting municipality and cost sharing area.

RECOMMENDATION:

That the Credit Valley Conservation Authority and the Region of Peel be advised that the City of Mississauga agrees to be designated the benefitting municipality and cost sharing area for the preparation of a shoreline management at an estimated cost of \$13,000.00 in 1987, and that the City's 45% (\$5,850.00) be drawn from the Region of Peel's Conservation Authority's Special Projects Budget.

A.02.05.03.01

Approved

See Recommendation OW-186-87 (D. Cook)

9. Report dated April 14, 1987, from the Commissioner of Engineering and Works in response to a staff to coordinate a report with the Credit Valley Conservation Authority on erosion problems on City owned Lakefront properties (i.e. Watersedge Park, Jack Darling Park, etc.).

Recent high water levels in the Great Lakes have generated requests for direct financial assistance from private individuals and public agencies. The Federal Government has indicated that the International Joint Commission (I.J.C.) is studying the problem and in the interim, information is being disseminated to interested parties.

The Minister of Natural Resources set up a Shoreline Management Review Committee in April of 1986 which recommended that the Ministry of Natural Resources take a leadership role for managing the shoreline of the Great Lakes which include preservation, protection and emergency components. The lead agency implementing the programmes is to be the Conservation Authorities.

Funding is to be provided under the Canada-Ontario Flood Damage Agreement. Loans are available at low interest rates for private individuals and free sand bags are available through the Conservation Authorities for shoreline protection purposes.

Staff of the C.V.C.A., Parks & Recreation Department and Engineering & Works Department toured the following parks and reviewed shoreline erosion concerns.

- Cranberry Cove Park
- Ben Machree Park
- Richards Memorial Park
- Watersedge Park
- Lakeside Park

Attached was a letter from the C.V.C.A. reflecting the concerns noted by staff and addressing improvement and cost requirements.

With regard to the recommended works, it has been agreed that the Engineering & Works Department will undertake storm outfall improvements at the Ben Machree Park at an estimated cost of \$4,000.00 and at the Richards Memorial Park at an estimated cost of \$2,000.00. The easterly headland groin improvements in the Richards Memorial Park at an estimated cost of \$8,000.00 will be undertaken by the Parks Department. Watersedge Park shoreline works is contained in the approved C.V.C.A. 1987 budget.

RECOMMENDATION:

- (a) That the shoreline protection works be undertaken by the Engineering & Works Department at Ben Machree Park in an estimated amount of \$4,000.00 under the Storm Sewer Account No. 08224-4597.
- (b) That shoreline protection works be undertaken by the Engineering and Works Department at Richard's Memorial Park at an estimated amount of \$2,000.00 under the Storm Sewer Account No. 08224-4597.
- (c) That easterly headland groin improvements at Richard's Memorial Park at an estimated cost of \$8,000.00 be considered by the Recreation and Parks Department in their 1988 Budget.

L.07.05.01

Approved

See Recommendation OW-187-87 (D. Cook)

10. Report dated April 9, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Erin Mills Neighbourhood 202-203, T-85039 (lands located between Erin Mills Parkway/Mississauga Road and north of Eglinton Avenue West:

Elm Ridge	Fernwood	Forest Hill
Forest Ridge	Old Park	Roselawn
Parkwood	Silverwood	Advent Court
Chatwick	Austin Hill	Clarendon
Alderman	Comay	Anderleigh
Cornell	Balfour	Cottingham
Banfield	Coulson	Beaton
Curran	Beardmore	Dalebrook
Billett Gate	Dalton	Brandy Lane
Delevan	Burnford	Derrymount
Bycroft	Dryden	Cape Hill
Duncairn	Carstone	Dunvegan
Cartwright	Elderview	Carver
Farwell	Casselman	Ferris Gate
Castone	Fordmill	Chappel Hill
Forsythe	Foxmill	Roslyn
Frybrook	Reddington	Galloway
Reid Mill	Gardenview	Quarterman
Gormley	Rowmanwood	Haddon Hall
Ruperts Gate	Heathdale	Russell Hill
Holbrook	Sheldrake	Imperial
Sladeview	Jelson	Stibbard
Kentview	Strathmore	Kilbarry
Sturnaway	Killarney	Summerhill
Latimer	Target Hill	Mannor Hill
Thurston	Montclair	Vesta
Orange Hill	Warrendale	Parson
Wellesley	Picton	Wells Place
Reservoir	Westhampton	Robinwood
Weybourne	Ronson	Wickham
Rosegate		

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of April 8, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Erin Mills Development T-85039 (Neighbourhoods 203 and 202C located between Erin Mills Park and Mississauga Road north of Eglinton Avenue West):

Elmridge	Forest Hill	Forest Ridge
Silverwood	Advent Court	Haddon Hall
Balfour	Holbrook	Banfield
Latimer	Beardmore	Manor Hill
Brandy Lane	Montclair	Burnford
Picton	Cape Hill	Robinwood
Cartwright	Rosegate	Cornell
Reddington	Coulson	Quarterman
Dalebrook	Ruperts Gate	Duncairn
Sladeview	Elderview	Stibbard
Fordmill	Strathmore	Foxmill
Warrendale	Frybrook	Wellesley
Gardenview	Wells Place	Gormley
Westhampton	Wickham	

Staff were advised by the applicant of a typographical error in that "Quarterman" should read "Quartermain". The error is corrected in the recommendation.

T-85039
F.02.07

Approved

See Recommendation OW-188-87 (D. Cook)

11. Report dated April 9, 1987, from the Commissioner of Engineering and Works advising that the Region of Peel Street Names Committee approved the name "Menkes Drive" for use in Menkes Developments Subdivision T-76022 (located on the south side of Derry Road East/east of Dixie Road).

RECOMMENDATION:

That Menkes Drive be approved as a street name for use in Menkes Developments Subdivision T-76022 (located on the south side of Derry Road East/east of Dixie Road).

T-76022
F.02.07

Approved

See Recommendation OW-189-87 (F. McKechnie)

12. Report dated April 9, 1987, from the Commissioner of Engineering and Works advising that the Region of Peel Street Names Committee approved the use of the name "Telford Way" in Tenure Subdivision T-86029 (lands located at the north-east corner of Derry Road East and Dixie Road).

RECOMMENDATION:

That Telford Way be approved for use as a street name in Tenure Subdivision T-86029 (lands located at the north-east corner of Derry Road East and Dixie Road).

T-86029
F.02.07

Approved

See Recommendation OW-190-87 (F. McKechnie)

13. Report dated April 8, 1987, from the Commissioner of Engineering and Works with respect to a reduction in the speed limit required on Paisley Boulevard/west of Huron Park Place adjacent to St. Jerome Separate School recommended by the Traffic Safety Council Site Inspection Subcommittee. Engineering Staff have reviewed the area and concur with the reduced speed in accordance with policy. Also noted was a lack of school area signing which will be installed immediately.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a 40 km/h speed limit on Paisley Boulevard between Huron Park Place and the west limit of Paisley Boulevard.

F.04.06.10

Approved

See Recommendation OW-191-87 (D. Cook)

14. Report dated April 8, 1987, from the Commissioner of Engineering and Works regarding a reduced speed school zone on Willowbank Trail, north of Rathburn Road fronting St. Vincent De Paul Separate School. Mr. Stehi of Willowbank Trail advised of a possible discrepancy in the speed limit signing in this area. Engineering personnel have reviewed the signing and determined that it strictly conforms to the Traffic By-law and covers only the direct frontage of the junior school property. This leaves a small section of about 30 metres (100 ft.) between the reduced speed 40 km/h school zone and Rathburn Road, the south limit. The limits could be extended to run between Rathburn Road and Forest Fire Lane. This will allow for a longer transition zone from 50 km/h to 40 km/h before actually reaching the school frontage.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize an extension of the existing reduced speed school zone on Willowbank Trail to run from Rathburn Road to Forest Fire Lane.

F.06.04.10

Approved

See Recommendation OW-192-87 (D. Cook)

15. Report dated April 1, 1987, from the Commissioner of Engineering and Works regarding an Amendment to the Contract with the Department of Transport for the provision of additional By-law Enforcement services at Pearson International Airport to assist with their Ground Transportation Services between May 5, 1986 and May 30, 1986 inclusive.

RECOMMENDATION:

That a by-law be enacted to authorize execution of Amendment No. 1 dated March 1, 1986, to Contract No. M-502223-YZ between the Department of Transport and the City of Mississauga for the provision of one additional By-law Enforcement Officer from May 5, 1986, to May 30, 1986, inclusive at the Lester B. Pearson International Airport.

L.07.02.02

Approved

See Recommendation OW-193-87 (F. McKechnie)

16. Report dated April 23, 1987, from the Commissioner of Engineering and Works with respect to the jurisdictional control of Renforth Drive between Eglinton Avenue West and Carlingview Drive.

In October 1986 a meeting was convened by the City of Etobicoke to discuss the jurisdiction of the section of Renforth Drive between Eglinton Avenue West and Carlingview Drive. The meeting was attended by staff from the Engineering and Works Department and the Ministry of Transportation and Communications. The Ministry indicated at that time that there is a problem with respect to jurisdiction or status of the roadway and that the situation was further complicated by the fact that the Federal Government owned a portion of the right of way. The Ministry indicated that they were proceeding with the designation of the roadway as a King's Highway to clear up the status of the roadway. Also, negotiations were to continue with the Federal Government for acquisition of portions of the right-of-way in their ownership.

Following the resolution of the land ownership issue, it is proposed that the portion of the roadway forming a boundary between the Cities be reverted to the Cities of Mississauga and Etobicoke. This will require the drafting of a satisfactory maintenance agreement acceptable to both municipalities.

RECOMMENDATION:

That the City of Mississauga agree to accept the section of Renforth Drive which form the boundary road between the Cities of Mississauga and Etobicoke subject to a satisfactory maintenance agreement between the Cities.

A.02.03.02.01

A.02.06.03.01

Approved

See Recommendation OW-194-87 (F. McKechnie)

17.

Report dated April 22, 1987, from the Commissioner of Engineering and Works in response to a request to operate helicopters from the Gateway Processing Plant at Dixie Road and Eglinton and the adjacent Priority Post facility on Fieldgate Drive.

Enclosed is a letter dated April 8, 1987, outlining the information received from Canada Post. The Ranger Helicopters letter is requesting approval from now until March of 1988. Canada Post indicated verbally that the proposed heliports at these locations will be used for occasional use only but could occur at any time of the day or night. The flights would be used for occasional emergency purposes only to transport senior executives coming from Ottawa to the Gateway Postal facility. The personnel would board the helicopter at Pearson International Airport or from downtown Toronto. The route from Pearson International would be Highway 427 and Eglinton Avenue while the route from downtown Toronto would be Lakeshore Road, Dixie and Eglinton. This proposal is only for the transportation of personnel and the impact of this service on the adjacent community cannot be determined with any degree of accuracy as it depends upon the time and frequency of the flights.

The necessity to have this service has not been established by Canada Post especially having regard to the proximity of the airports to Canada Post and the fact that excellent transportation facilities are available from each location by road. It should also be pointed out that if Canada Post wanted to provide this service, (on the assumption that they receive Transport Canada approval,) City Council approval would not be required.

RECOMMENDATION:

That Ranger Helicopters, Canada be advised that the City of Mississauga does not support its request to operate helicopters from the Canada Post Gateway Processing Plant on Dixie Road and the Priority Post facility on Fieldgate Drive as outlined in their letter of March 13, 1987, and that Transport Canada and Canada Post be advised.

D.01.01

Approved

See Recommendation OW-195-87 (S. Mahoney)

18. Report dated April 13, 1987, from the Commissioner of Engineering and Works regarding the Regional Of Peel Mavis Road Functional Study.

McCormick Rankin were retained by the Region to carry out a functional study of the future alignment of Mavis Road between the north City limit and the CPR railway line in Brampton. Initially four alignments were developed. Alignment 'A' was directly along the mid-lot line with alignment 'D-2' being the most westerly alignment within Brampton. Each of the alignments within the City of Mississauga have been reviewed from a geometric, environmental and economic standpoint and the most desired alignment is centre on the mid-lot line.

RECOMMENDATION:

That the Region of Peel be advised that the alignment of Mavis Road from the north City limits southerly to Derry Road be the mid lot line as shown on the sketch attached to the report dated April 13, 1987, from the Commissioner of Engineering and Works.

A.02.04.05.01

Approved

See Recommendation OW-196-87 (S. Mahoney)

19. Policy regarding the waiving of Central Air Conditioning in new residential developments as adopted by Council on October 14, 1986:

'That the following policy on airconditioning installations in new residential developments be adopted:

- (a) That future acoustical reports examine the predicted traffic noise for both the immediate and the projected five year traffic volumes as well as the ultimate traffic volumes when determining the requirements for air conditioning;
- (b) That air conditioning be installed in new residential developments where the noise levels are expected to be above the guidelines within five years;

April 29, 1987

- (c) That where the traffic volumes are not expected to generate noise levels that would require air conditioning for at least five years, provision is to be made in the heating system for the future installation of central air conditioning and that appropriate warning clauses be included in the registered Financial Agreement to advise homeowners and future purchasers that air conditioning may be required at some future date to satisfy the acoustical guidelines.'

Attached was a copy of the report dated September 17, 1986, from the Commissioner of Engineering and Works in this regard.

Councillor Taylor requested that the matter be placed on the agenda for discussion.

A.00.02.06

Received

See Recommendation OW-197-87 (S. Mahoney)

20.

Report 3-86 of the Public Vehicle Authority meeting held on April 15, 1987.

Recommendations PVA-18-87, 19-87 and 20-87 were deleted. See Items 2, 3, and 4 of these minutes.

A.03.04.01

Amended

See Recommendations OW-198-87 to 206-87

Recommendations:

As per Report 8-87

Adjourned:

12:05 P.M.

OPERATIONS AND WORKS COMMITTEE

APRIL 29, 1987

REPORT 8-87

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eighth report and recommends:

OW-181-87 That the presentation to the Operations and Works Committee on April 29, 1987, from Ms. Sheelagh Lawrance and Mr. Murray Patterson of Ontario Hydro regarding Ontario Hydro's Study to Reduce Acid Rain and specifically the introduction of flue-gas desulphurization (scrubbing) equipment at Lakeview Generating Station be received for information.

F.04.05.01
(OW-181-87)

OW-182-87 That the decision of staff that January 6, 1986, is the correct qualifying date on the Taxicab Priority List for applicant Emile Chiti be upheld.

L.08.04.02
(OW-182-87)

OW-183-87 That the decision of staff that February 26, 1987, is the correct qualifying date on the Taxicab Priority List for applicant Frank Hubbs be upheld.

L.08.04.02
(OW-183-87)

OW-184-87 That a service body and repair shop be established at Mississauga Transit and a by-law enacted to transfer \$167,000.00 to the appropriate account and further that the following additional staff be hired to facilitate the establishment of such a shop:

- (i) One Supervisor
- (ii) Three Bodymen
- (iii) Four Helpers or Apprentices.

D.05.01
(OW-184-87)

April 29, 1987

OW-185-87 (a) That representatives from the Ministry of Municipal Affairs be invited to attend an Operations and Works Committee meeting to explain the proposed changes to The Planning Act, 1983, as it relates to the municipality's authority under Property Standards By-laws.

(b) That representatives from the Ministry of Housing be invited to attend an Operations and Works Committee to explain the recent changes to The Landlord and Tenant Act as it affects the municipality's authority under The Property Standards By-law.

L.07.05.01
(OW-185-87)

OW-186-87 That the Credit Valley Conservation Authority and the Region of Peel be advised that the City of Mississauga agrees to be designated the benefitting municipality and cost sharing area for the preparation of a shoreline management at an estimated cost of \$13,000.00 in 1987, and that the City's 45% (\$5,850.00) be drawn from the Region of Peel's Conservation Authority's Special Projects Budget.

A.02.05.03.01
(OW-186-87)

OW-187-87 (a) That the shoreline protection works be undertaken by the Engineering & Works Department at Ben Machree Park in an estimated amount of \$4,000.00 under the Storm Sewer Account No. 08224-4597.

(b) That shoreline protection works be undertaken by the Engineering and Works Department at Richard's Memorial Park at an estimated amount of \$2,000.00 under the Storm Sewer Account No. 08224-4597.

(c) That easterly headland groin improvements at Richard's Memorial Park at an estimated cost of \$8,000.00 be considered by the Recreation and Parks Department in their 1988 Budget.

L.07.05.01
(OW-187-87)

OW-188-87 That the following names be approved as street names for the Erin Mills Development T-85039 (Neighbourhoods 203 and 202C located between Erin Mills Park and Mississauga Road north of Eglinton Avenue West):

Elmridge	Forest Hill	Forest Ridge
Silverwood	Advent Court	Haddon Hall
Balfour	Holbrook	Banfield
Latimer	Beardmore	Manor Hill
Brandy Lane	Montclair	Burnford
Picton	Cape Hill	Robinwood
Cartwright	Rosegate	Cornell
Reddington	Coulson	Quartermain
Dalebrook	Ruperts Gate	Dun Cairn
Sladeview	Elderview	Stibbard
Fordmill	Strathmore	Foxmill
Warrendale	Frybrook	Wellesley
Gardenview	Wells Place	Gormley
Westhampton	Wickham	

T-85039
F.02.07
(OW-188-87)

OW-189-87 That Menkes Drive be approved as a street name for use in Menkes Developments Subdivision T-76022 (located on the south side of Derry Road East/east of Dixie Road).

T-76022
F.02.07
(OW-189-87)

OW-190-87 That Telford Way be approved for use as a street name in Tenure Subdivision T-86029 (lands located at the north-east corner of Derry Road East and Dixie Road).

T-86029
F.02.07
(OW-190-87)

OW-191-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a 40 km/h speed limit on Paisley Boulevard between Huron Park Place and the west limit of Paisley Boulevard.

F.04.06.10
(OW-191-87)

OW-192-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize an extension of the existing reduced speed school zone on Willowbank Trail to run from Rathburn Road to Forest Fire Lane.

F.06.04.10
(OW-192-87)

OW-193-87 That a by-law be enacted to authorize execution of Amendment No. 1 dated March 1, 1986, to Contract No. M-502223-YZ between the Department of Transport and the City of Mississauga for the provision of one additional By-law Enforcement Officer from May 5, 1986, to May 30, 1986, inclusive at the Lester B. Pearson International Airport.

L.07.02.02
(OW-193-87)

OW-194-87 That the City of Mississauga agree to accept the section of Renforth Drive which form the boundary road between the Cities of Mississauga and Etobicoke subject to a satisfactory maintenance agreement between the Cities.

A.02.03.02.01
A.02.06.03.01
(OW-194-87)

OW-195-87 That Ranger Helicopters, Canada be advised that the City of Mississauga does not support its request to operate helicopters from the Canada Post Gateway Processing Plant on Dixie Road and the Priority Post facility on Fieldgate Drive as outlined in their letter of March 13, 1987, and that Transport Canada and Canada Post be advised.

D.01.01
(OW-195-87)

OW-196-87 That the Region of Peel be advised that the alignment of Mavis Road from the north City limits southerly to Derry Road be the mid lot line as shown on the sketch attached to the report dated April 13, 1987, from the Commissioner of Engineering and Works.

A.02.04.05.01
(OW-196-87)

OW-197-87 That the information presented to the Operations and Works Committee at its meeting on April 29, 1987, regarding the policy on waiving of Central Air Conditioning in new residential developments (as adopted by Council on October 14, 1986) be received for information.

A.00.02.06
(OW-197-87)

OW-198-87 That the report dated March 31, 1987 from William P. Taylor, Commissioner of Engineering and Works Department, regarding of the intent by Blue and White Taxi Co-op Ltd. to increase their monthly brokerage dues from \$275.00 to \$300.00 effective May 1, 1987, be received for information.

L.08.02
(PVA-21-3-87)

OW-199-87 That the report dated April 1, 1987 from William P. Taylor, Commissioner of Engineering & Works Department relating to the re-location of Square One Cab Stand, be received for information.

L.08.02
(PVA-22-3-87)

OW-200-87 That the letter dated February 12, 1987 from Mr. Sam Yehia withdrawing his complaint against Air Travellers and stating that a compromise has been reached between the shareholders and the present management of Air Travellers, be received for information.

L.08.02
(PVA-23-3-87)

OW-201-87 That the letter dated February 23, 1987, from Feldman, Murray, Steinberg and Zoldhelyi on behalf of taxicab brokerage Air Travellers Cab Service Limited, be accepted as the letter of intent as required under 72(1) of By-law 697-84, as amended, for a brokerage dues increase to be effective May 1, 1987.

L.08.02
(PVA-24-3-87)

- OW-202-87 (a) That the Legal Department be requested to prepare an amendment to the Licensing By-law to incorporate the following proposed amendment:

That Section 72 (8) of the Licensing By-law be amended to exempt not only dues but also credit card service charges or customer voucher service charges, to make it clear that these classes of charges are not to be considered as charges or financial demands under the section;

- (b) That all Brokerage Owners be invited to attend the next meeting of the Public Vehicle Authority when this amendment will be considered.

L.08.02
(PVA-25-3-87)

- OW-203-87 (a) That the General Manager at Pearson International Airport be requested to submit to the next meeting of the Public Vehicle Authority, an outline of costs related to the prearranged pick-up service at the Airport, and justification for the \$3.00 charge to drivers.

- (b) That the Engineering Department be requested to research how other Canadian Airports handle their prearranged pickup service and report their findings to the Public Vehicle Authority.

L.08.03.01
(PVA-26-3-87)

- OW-204-87 That the letter dated February 19, 1987, from Mr. Maroun Hanna, President, City Taxi to the Toronto Star in response to articles being run by the Star regarding the taxi situation at Pearson International Airport, be received for information.

L.08.04.01
(PVA-27-3-87)

- OW-205-87 That the letter from Frank Clifford to Ms. Ruddell-Foster, General Manager, Metro. Licensing Commission, with regard to the over-issuance of livery licences be received for information.

L.08.04.02
(PVA-28-3-87)

OW-206-87 That the City of Mississauga endorse the application by Ronald Young School Bus Service Limited to the Ontario Highway Transport Board for a licence to operate charters from Mississauga to other points in Southern Ontario.

L.08.03
(PVA-29-3-87)